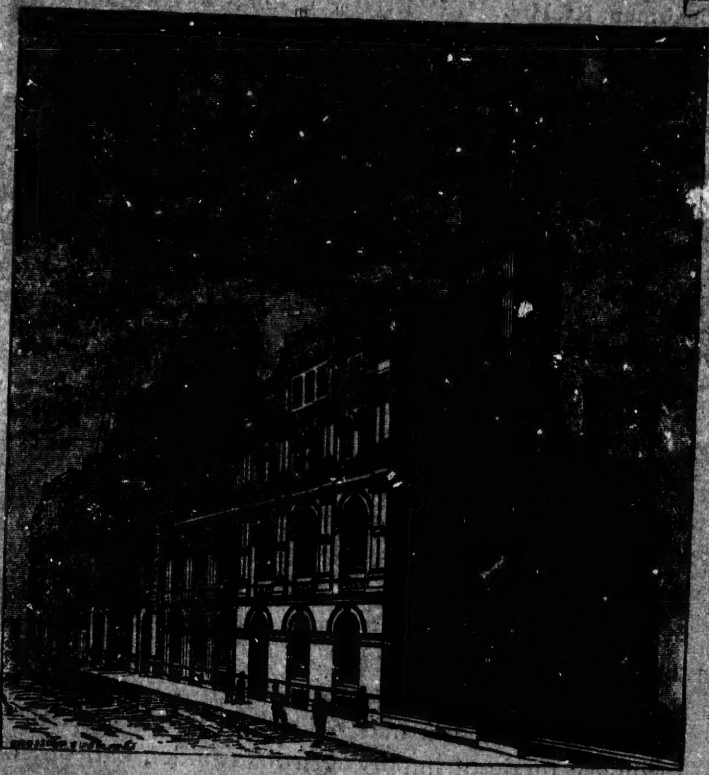




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PREFACE.

At a general meeting of the Board of Trade of Saint John, held on the 6th June last, a committee consisting of seven members was appointed to confer with me regarding the publication of a special edition of the *Eastern Provinces Guide*, illustrative and descriptive of Saint John and its business. An agreement was made, and referred to a general meeting of the Board on the 23rd July, for approval. The Board accepted the report of the committee, and the present book was issued subject to their supervision. At the time of the final settlement of the matter I was engaged in the publication of the August number of the *Guide*, and could not commence work on the present number until after the 20th August. This book has been compiled and written since that date. Several illustrations were ordered, but owing to the short time allowed for their preparation 13 of them were not finished in time for insertion. I beg to return my thanks to the committee having the supervision of the publication, for their trouble and kindness, and also to those members of the Board and others who have supported the book by advertising therein.

JFO. R. HAMILTON.



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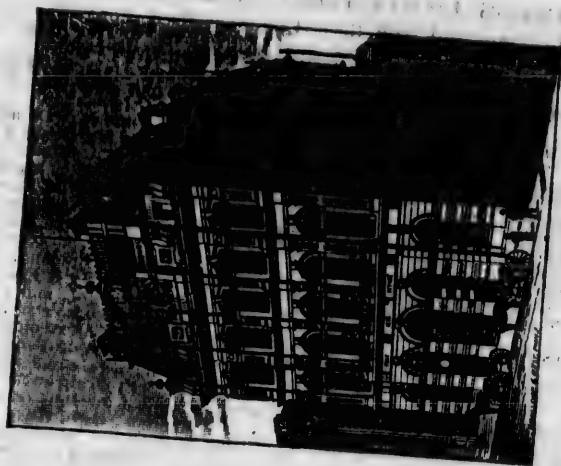
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Retail. 11 and 13 North Wharf. **White & Titus.** 14
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Goods. **T. L. Coughlan.** 12



Photo. by] SOUTH SIDE KING STREET. *Eri, & John.*



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Art. S. John.

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|--------------------------|--------------------|-------------------|--------|----------|-----------|
| Bathurst, N. B.,..... | Carter's, | J. T. Carter, | 15 | \$1 50 | |
| Chatham, N. B.,..... | Wilbur's, | J. H. Wilbur, | 60 | 1 50 | |
| | Bowser's, | Mrs. Bowser, | | 1 50 | |
| Dalhousie, N. B.,..... | Metropolitan, | — Jardine, | | 1 50 | |
| | Inch Arran House, | Mrs. Grant, | 1 00 | 1 50 | |
| Fredericton, N. B.,..... | Murphy's Hotel, | — Murphy, | | 1 50 | |
| | Barker House, | F. B. Coleman, | 60 | 2 00 | |
| | Queen Hotel, | John Edwards, | 60 | 2 00 | |
| | Long's Hotel, | George Hume, | 40 | 1 50 | |
| Grand Falls, N. B.,..... | Brayley House, | Jos. Phillips, | 30 | 1 50 | |
| Moncton, N. B.,..... | Grand Falls Hotel, | Wm. Olive, | 100 | 1 00 | |
| Newcastle, N. B.,..... | Weldon House, | W. J. Weldon, | 50 | 1 50 | |
| | United States, | J. Faye, | 40 | 1 50 | |
| | Waverley, | A. Stewart, | 75 | 1 50 | |
| Shediac, N. B.,..... | Weldon House, | J. Weldon, | 50 | 1 50 | |
| St. John, N. B.,..... | Clarendon, | J. N. Wilson, | 60 | 3 00 | |
| | Dufferin, | F. A. Jones, | 1 00 | 3 00 | |
| | International, | R. S. Hyke, | 40 | 2 00 | |
| | New Victoria, | D. W. McCormick, | 60 | 2 00 | |
| | Park, | A. M. Phillips, | 50 | 2 00 | |
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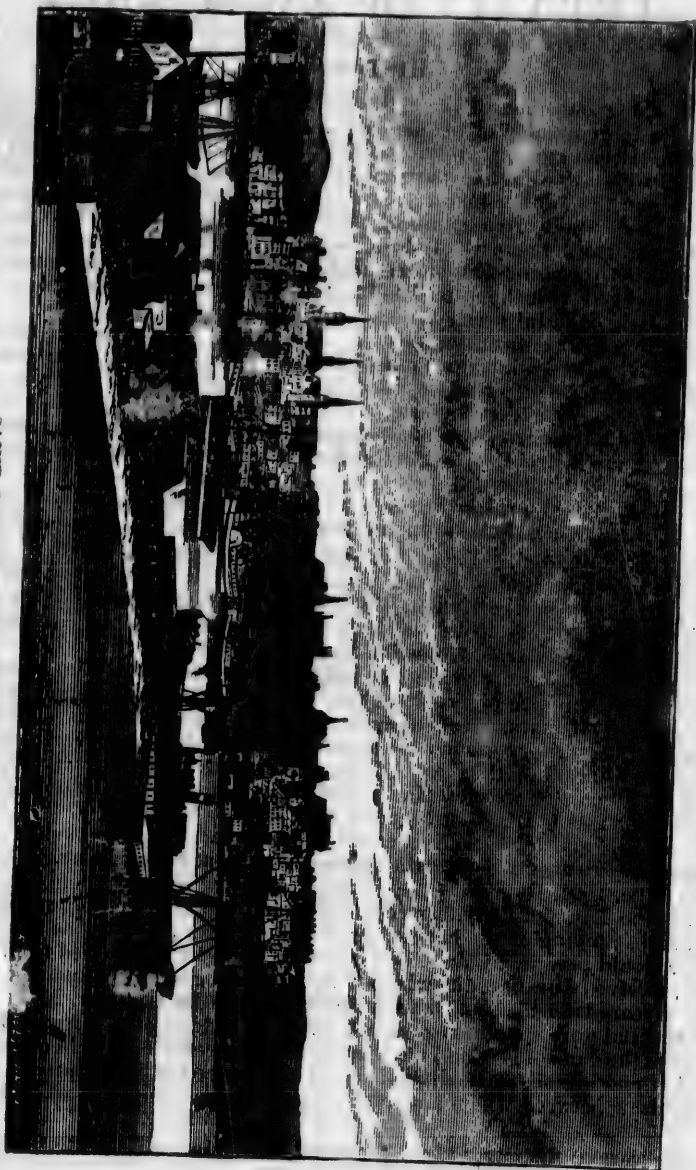
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(From a Photograph by Kolman.)

SAINT JOHN, FROM CARLETON.



THE CITY OF SAINT JOHN.

HISTORICAL.

ONE of the outcomes of the "Revolutionary War" was the expatriation of a large number of people from the United States, and the founding of several cities and towns in the wilds of Acadia. St. John was one of these. The Royalists were active partizans in the struggle between the revolted colonies and the Mother Country, and strove by every means in their power to prevent the colonies from obtaining their independence. They were no doubt, at least the great majority of them, actuated solely by an intense loyalty to the British Crown and British institutions; but, as the war progressed, they became imbued with the bitterness incident to a civil war, and were guilty of many acts of doubtful necessity.

Realizing as the war drew near its close that the cessation of hostilities would be but the beginning of their difficulties—that they would be exposed to the tender mercies of an ungoverned mob, without means of defense or hope of redress—they decided to seek new homes for themselves in this far away land. Personal security was not, however, the sole incentive which prompted them. Patriotic devotion to king and country was the mainspring of their action. Over 30,000 of these refugees, or United Empire Loyalists as they were called, settled in New Brunswick and Nova Scotia at or soon after the close of the war, nearly doubling the former population of the country.

St. John Founded.—Twenty vessels* with between three and four thousand of these Loyalist Refugees, men, women and children, arrived in the harbor of St. John between the 10th and 18th May, 1783, but a landing was not made until the 18th, owing to the coldness of the weather. This landing of the Loyalists is usually regarded as the founding of the city.

The site of St. John was the *Menagwes* of the Micmacs and the home of the divine Glossecap, one of two great brothers of unknown origin and invincible power. The Micmacs, Etechemins or Souriquois, as the Indians who formerly occupied the territory around the mouth of the St. John are variously designated, are a branch of the great Algonquin Tribe—a brave and warlike people. Their headquarters were on Navy Island, in the harbor of St. John (see plan) where they had a village surrounded by a high palisade.

Early in June 1600,† four hundred of these Indians assembled at St. John preparatory to a raid against the Armouchiquois at Saco, Maine.

In June, 1604, De Monts, the commander of the second colonizing expedition to the Bay of Fundy, arrived at St. John, and after a thorough examination and sounding of the harbor, sailed up the river as far as the depth of the water would permit. Claude De La Tour, a Frenchman married to an English lady, received a grant of the whole of Acadia from Sir Wm. Alexander in 1629. Three years later his son, Charles De St. Etienne De La Tour, M. Denys and De Razillai were appointed governors of the country by the King of France—Charles the First of England having renounced his claims to it. Denys went fishing in Cape Breton, De Razillai died and was succeeded by a relative, D'Aulnay Charnizay, between whom and De La Tour disputes arose almost immediately

*The names of the vessels were,—The Camel, Union, Aurora, Hope, Otter, Spencer, Emmer, Thames, Spring, Bridgewater, Favorite, Ann, Commerce, William, Lord Townsend, Sovereign, Sally, Cyrus, Britain, King George.—*History of St. John*,—D. R. JACK.

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regarding the boundaries of their respective territories. De La Tour erected a fort on the western side of the harbor of St. John, on a point opposite Navy Island, sometime during the year 1634, where he carried on an extensive fur-trade with the Indians. The disputes between the rival governors became very bitter. Charnizay appealed to Louis XIII, but La Tour would not submit to his decision, and an order was given Charnizay to carry De La Tour to France in chains. De La Tour sent to his friends in Rochelle for assistance and they furnished him with an armed ship loaded with munitions and provisions. This vessel, the *Clement*, arrived at St. John just in time to save La Tour, as Charnizay with six vessels had completely blockaded the harbor. De La Tour and his wife escaped to the *Clement* during the night, and sailed for Boston, leaving the fort in the care of his men. De La Tour obtained permission to hire vessels and men in Boston, and on the 14th of July 1643, he sailed with four vessels and ninety-two soldiers. Charnizay* did not wait to try conclusions with the new comers, but fled for his stronghold at Port Royal (Annapolis, N. S.) hotly pursued by the hostile fleet. Charnizay ran his vessels ashore and took refuge in an old mill, but was driven out, losing three of his men. Two years later Charnizay again attacked Fort La Tour during the absence of La Tour, but the little garrison of fifty men, inspired by the heroic example of Madame La Tour, served their guns so well that Charnizay was compelled to withdraw, after the loss of 33 of his men, and run his vessel ashore to prevent it from sinking. He returned in the following spring, April, 1646, and opened a regular siege. Madame La Tour and her little band kept the besiegers at bay for three days, but a traitorous Swiss sentry allowed the enemy to scale the walls, and she was forced to capitulate.

Charnizay violated the terms of his agreement, however, and hung the whole garrison—the Swiss Judas excepted, who acted as executioner—and treated Madame La Tour with so much indignity—compelling her, with a rope around her neck, to witness the execution of her brave followers—that she died three weeks after of a broken heart, leaving her young child in the hands of her cruel captor. Charnizay was drowned at Port Royal four years later; La Tour regained the favor of the French King, returned to St. John, and laid claim to the whole of Acadia. Charnizay's widow and La Borgue, a creditor of Charnizay, disputed the claim. La Tour disposed of one contestant by marrying her, and Cromwell forestalled the other by capturing Fort La Tour and all the other strong posts in the country. Cromwell's forces consisted of four ships fully armed, and 500 men enlisted in New England. Cromwell granted the greater part of Acadia to La Tour and two English gentlemen, Temple and Crowne; La Tour sold out to his partners soon after and retired to private life. Fort La Tour was restored to France by the Treaty of Breda in 1670, and its new owners improved and strengthened it very materially. Temple built a fort at the mouth of the Jemseg, the outlet of Grand Lake, opposite Gagetown, and the French partially dismantled it, bringing the cannons to St. John.

Piratical forays and disputes between the French and English over the fisheries were the order of the day, and the only occurrences of note during the next twenty years. War was again declared between France and England in 1690, and a fleet with several hundred men on board was sent from Boston to ravage the shores of the Bay of Fundy. St. John received her share of their favors—the French frigate *Union* being captured in the harbor by two of the English vessels after a sharp engagement. The *Union* had brought over a

* Most writers when referring to Charnizay use his Christian name, D'Aulnay, instead of his surname, while De La Tour is always spoken of as De La Tour.

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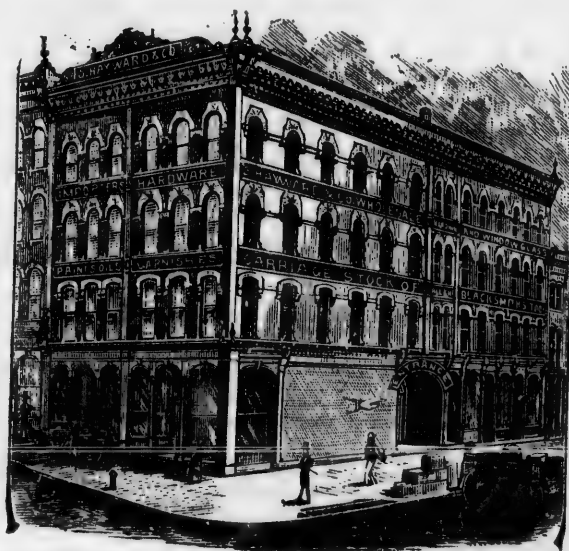
new governor for Acadia—Villebon. The fort at St. John appears to have become untenable or it was too much exposed to attack, for Villebon removed to Temple's old fort at Jemseg, and shortly after to Fort Nashwaak, opposite the present City of Fredericton. In 1696 Massachusetts sent three men of war to blockade the mouth of the St. John, and cut off Villebon's supplies. They were attacked by two French frigates and one of them captured—the other two escaped during a fog. Being reinforced by a fleet from Boston they returned and captured one of the French vessels, the *Profond*, with Governor Villebon on board. The Treaty of Ryswick in 1697 restored the country to France, and Fort La Tour was once more rebuilt and strengthened. It was dismantled again in 1701, and rebuilt in 1708. The Treaty of Utrecht, 1713, which ceded *Nova Scotia* to England, left its boundaries undefined, and the English and French both claimed the territory about the St. John River. The governor of Canada sent a small party of men to occupy the forts along the river. The English drove them away from St. John, but they returned as soon as the English left, and occupied the fort till 1755, when it was blown up by the garrison to prevent its capture by the English.

In 1755 the memorable expulsion of the Acadians from Nova Scotia occurred. Many of these unfortunate people fled to New Brunswick and settled along the St. John River. In 1758 the English and Colonists re-captured Fort La Tour, changed its name to Fort Frederick, mounted several additional cannon on its walls, and settled down to a permanent occupancy of the place. Two years later Jas. Simonds, an adventurous New Englander, came here to engage in the fisheries, but owing to the opposition of the Indians and Acadians he was compelled to leave. He returned in 1764 with a small

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party of fishermen and opened up a large trade in fish, furs, etc. In August, 1768, the troops were withdrawn from the fort, a corporal and four men only being left to guard it. In August, 1776, a marauding party from Machias, Me., destroyed the fort and captured a brig loaded with live stock for the British troops in Boston. Emboldened by the success of their first raid, the Machias people instituted another, with the intention of holding the post of St. John, but they were driven away with a heavy loss. In consequence of these raids a block house and stockades were erected on a hill overlooking the harbor and dignified by the name of Fort Howe.*

The Indians assembled here in 1780, and took the oath of allegiance—they have proved faithful to their obligations, no difficulty ever having arisen between the Whites and Indians since then! Considerable loss and much anxiety was caused by the depredations of privateers during the "Revolution."

For nearly two centuries St. John was the duelling ground of the nations. Frenchmen, Englishmen, Colonists, Pirates and Indians quarrelled and fought for its possession, and possession seems to have been the sole object aimed at by the contending parties. Neither France nor England attempted to form a permanent settlement here—in this respect the history of St. John is unique. Elsewhere in America wherever a fort was built a colony was founded, but the natural advantages afforded for the founding of a great city here were entirely overlooked in the rage for conquest and possession. The oft recurring changes in sovereignty may have deterred its settlement. Fort La Tour itself was subject to periodic fits of melancholy—deserted and shunned by friend and foe alike. At times its walls, bristling with cannon, sheltered the Governor of "All Acadia" in their strong embrace; anon it was given over to ruin and decay, and naught was heard save the mournful cry of the sea fowl, or the dreary wash of the waves singing their requiem over the grave of the heroine whose brave deeds and sad fate have been the theme of many a writer. The story of the heroism of Madame La Tour shines out clear and bright in the otherwise dark record of the early history of St. John, and so long as Canada has a history will the name of Madame La Tour be remembered.

When the Loyalists landed here on the 18th of May, 1783, the sites of the present cities of St. John and Portland were covered with a dense forest—the only clearances being around Fort Howe, and where the Carleton City Hall now stands; and the only houses a few log huts!

Imagine a thousand of the wealthiest families of New York suddenly transported from their city homes and landed hundreds of miles away, in a dense forest, early in the month of May, without adequate shelter, deprived of all their accustomed luxuries and of many of the necessities of life, and you may realize something of the hardships which these people underwent. An idea of their character may be gathered from the fact that *the first framed building erected in St. John was a place of worship*—log shanties were what they lived in!

*Some writers state that this fort was built by Simonds in 1764 as a protection for his fishing operations. Fort Howe was a long way in the woods in 1764, and would be utterly valueless for the purpose named; the garrison would have been completely shut off from the harbor, and but little business could have been done with the Indians if they were hostile to the Whites. Simonds was from New England, and would not be very apt to name his fort after General Howe. Fort Howe was occupied by British troops, not by fishermen. If Simonds built a fort, of which there is considerable doubt, he did not build it on the top of Fort Howe Hill.

†In 1731 a few French from other parts of Acadia, headed by a priest, Jean Pierre Danillo, formed a settlement at or near the mouth of the St. John River. This attempt at colonization was looked upon with disfavor by the English at Port Royal and attempts were made to obtain settlers in Boston for the lands along the river. There were 77 French inhabitants here in 1736 but for some unexplained cause they deserted St. John and removed to St. Ann's Point and founded the present City of Fredericton.

etc. In August, four men only from Machias, Me., for the British aid, the Machias boat of St. John, one of these raids on the harbor and

allegiance—they having arisen because of much anxiety of the nations.

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New Brunswick, as the county of Sunbury, formed part of Nova Scotia at this time; John Parr was the governor, and the city was called Parr Town in his honor. Carleton was called Conway.* In 1784 New Brunswick was separated from Nova Scotia, Col. Thos. Carleton being appointed Governor. He appointed a Legislative Council, which met for the first time on November 22nd, 1784. The first general election of representatives took place in the Autumn of 1785, and the first Legislative Assembly was held here in January, 1786: the second in February, 1787, at St. John; and the third at Fredericton in July, 1788. On the 18th of May, 1785, Parr Town and Conway were incorporated under royal charter, as the city of Saint John; the first Mayor being Gabriel G. Ludlow, who was appointed by the Government.

During the war of 1812 several privateers were fitted out in St. John, a number of English men-of-war were kept cruising in the Bay of Fundy, and batteries were erected at prominent points about the city. The people living along the border on each side of the line between the United States and New Brunswick took no part in the contest. A slight shock of earthquake was felt in May, 1817; and a number of vessels were wrecked in the harbor during a heavy storm, December 31st, 1819. May 18th, 1833, the fiftieth anniversary of the Landing of the Loyalists, a public dinner was given in St. John, when the following toast was given: "The land our ancestors left, and the land we live in; both inhabited from one common parent, and enjoying, though under different governments, the blessings of Freedom. May old animosities be forgotten, and the present good understanding continued."

Cholera broke out in 1834; 47 deaths occurred. The Boundary Disputes in 1839 excited considerable feeling in St. John, and the people prepared for war; fortunately the matter was amicably arranged. Cholera appeared again in 1854. February 8th, 1855, a slight earthquake was felt.

On the 1st of January, 1860, the decimal currency was adopted, very much to the disgust of the "old fogies." The Prince of Wales arrived here on the 3rd of August of the same year, and met with a hearty reception, which cost the city about \$5,000.

The history of St. John since the Boundary Troubles of 1839 is comparatively tame and uninteresting. The citizens have pursued the even tenor of their way, undisturbed by wars or wars' alarms, free from calamities or losses of any kind, except from fires—plenty of these have occurred (references to which will be found under the heading Fire Department)—and the city, purified and beautified, is in this, the centennial year of its history, the home of a happy, prosperous people. Many startling changes have occurred throughout the globe during the last century, life has assumed many new phases; new ideas regarding law, religion and morality have sprung into being; steam and electricity, those two wonderful adjuncts of the world's progress, have completely revolutionized the world; railways and telegraph lines have annihilated distance, bringing far distant lands and cities together into one common centre of life and thought, enlarging the sphere of man's influence and affections, and giving increased means for usefulness and vastly extended powers for evil. St. John is determined that her voice shall be heard, that her influence shall be felt in the councils of the nations; that henceforth she will take her place as one of the great cities of the world, that she will become a powerful factor in the development of human thought and enterprise. May her voice always be heard in the cause of humanity, and her influence always be cast on the side of right.

*History of St. John.—D. R. JACK.

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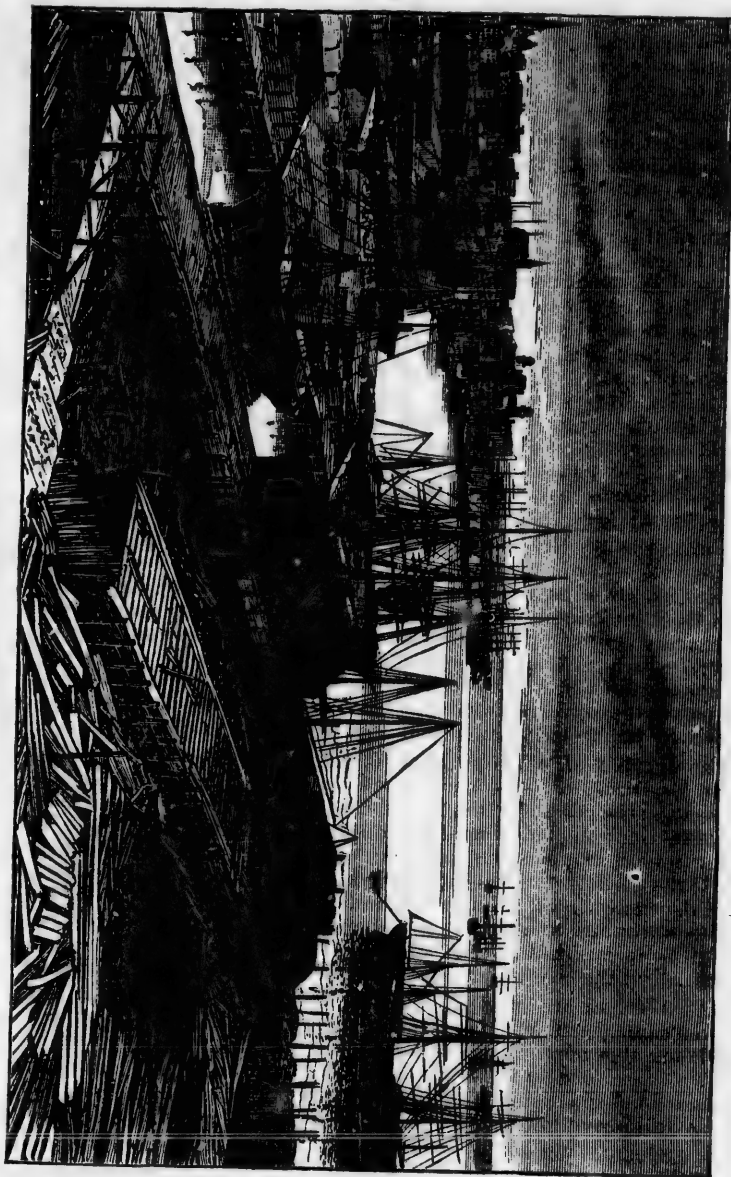
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(From a Photograph by Notman.)

SAINT JOHN HARBOR.



DESCRIPTIVE.

St. John, the "Liverpool of America," capital of St. John County, commercial metropolis and chief city of the Province of New Brunswick, occupies a commanding and picturesque situation at the mouth of the River St. John, the fifth largest river in America, and in Latitude 45° 14' 6" N., and Longitude 66° 14' 6" West.

The East Side or city proper is built on the top and sloping sides of a rocky peninsula formed by the river and harbor on the West, and Courtenay Bay on the East (see plan). The peninsula or ridge is about a mile long, half a mile wide in its widest part, and about 80 feet above high water in the center. North of this ridge and overlooking it is a chain of rocky hills called Portland Heights, Mount Pleasant, Fort Howe, etc. This chain runs almost due East and West, and forms a magnificent background for the city. To the eastward of the city these are clothed with a dense growth of evergreens; in the rear their sides and top are thickly studded with handsome residences; while further west, along their base and sides, the stores and dwellings of Portland are seen. A deep valley runs between the city and these heights, and through it the dividing line between St. John and the new born **City of Portland**.^{*} This valley is thickly settled, and contains several factories, machine shops, etc.; also the tracks and station of the Intercolonial Railway. Courtenay Bay and the Marsh Creek are on the east side of the city. The pretty little suburb of *Couchville* is on the opposite side of the Bay.

The West Side, or Carleton† as it is usually called, is separated from the city proper by the River and Harbor of St. John. The principal portion is built on the side of a hill facing the harbor, and contains several pretty churches, residences, sawmills, factories, City Hall, Masonic Hall, Schools, etc.; and with its streets sloping down towards the water presents a very attractive appearance. On the top of the highest hill is a venerable and picturesque stone tower,‡ which gives an antique and feudal air to the landscape, and which has always been an object of curiosity for strangers. The high lands in the northern part of the town are called *Lancaster Heights*. There are several handsome residences here. Carleton is connected with the *East Side* by a steam ferry.

The Harbor of St. John is one of the finest in the world, being safe, easy of access, frost-proof—ice never forms in it—and affords great facilities on account of the great rise and fall of the tides (20 to 26 feet) for the repairing of vessels, and the building of dry docks. St. John is sadly deficient in this latter respect however, but not more so than its sister cities—there is not a single dry dock in the whole of Canada large enough to hold a 500 ton vessel! This deficiency in St. John harbor accommodations will probably be remedied in the near future, as estimates and plans for an extensive dock are all prepared. It will be located in Carleton, adjoining the Ferry Slip. There are a dozen places about the city which offer unrivalled advantages for a dry dock.

The Wharves are built of cribs of squared hemlock timber, filled with broken stone, earth, etc., and line both sides of the harbor. The total wharfage being about four miles and a quarter.

Partridge Island, at the mouth of the harbor, is its guide and guard. It is circular in shape, rising with precipitous rocky banks to a height of seventy or eighty feet above low water, and contains about one hundred acres of land.

^{*} See Environs of Saint John.

† Carleton was called Conway when first settled, but was given its present name in honor of the first governor of the Province, Colonel, afterwards General Thomas Carleton.

‡ Built during the "war of 1812."

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In 1788, five years after the city was founded, the Provincial Legislature passed an act for the support of a light house on this island. The light, a fixed white one, is 166 feet above the sea and is visible 15 miles in clear weather. A fog-horn or steam-whistle—the first of the kind ever used, and the invention of a Scotchman, Robert Foulis, a resident of the city—is located in a building on the south-west side of the Island. It was erected in 1860, and is sounded three times each minute during the prevalence of fogs or snow storms, and can be heard at a distance of from four to eight miles. There is a quarantine hospital on the island, which, fortunately is very seldom used, an occasional small pox patient being its only occupant since 1857, when a large number of immigrants sick with ship fever were detained here for several days. There is a *Signal Station* here also, and vessels passing up or down the Bay of Fundy, or desiring to enter the harbor, are reported. There is a battery on which several guns are mounted. A ledge running out to the eastward of the island is guarded by a bell-buoy—the bell can be heard at a distance of three miles. The Channel on this side has 18 feet of water, that on the west side 12 feet.* West of the Island and about half a mile distant is the bold headland of *Negrotown Point*, a high bluff overlooking and commanding the western channel. A battery, (Fort Dufferin it is now called,) was erected here many years ago, there are but four guns in position. A breakwater—2250 feet long juts out from the point toward the island. It was built in 1877 at a cost of \$240,000. Before it was finished a heavy southerly gale carried away a large portion of it; and soon after its completion another gale demolished about four hundred feet of its outer end. It was built of timbers, bolted and cross-fastened, and filled with stone, and immense boulders were piled up in the water on the outer side. The force of the waves was so great that the boulders were carried clear over the top of the breakwater which is 5 feet above high water mark. It is being rebuilt now, and of solid masonry. The repairs will cost \$71,000 as per tender. It was built and is being repaired by the Dominion Government. On the outer end is a harbor light, which is of great use to coasters. Between Partridge Island and the city, at the lower or southern extremity of a rocky reef, and on the western side of the channel, is a *Beacon Light*, which is of great use to vessels entering the harbor in thick weather. *Mahogany Island*, 5 miles south-west from Partridge Island, and about 1½ miles off shore, is a very pretty spot for pic-nics, etc., and is destined to become a favorite resort. *Navy Island* (see plan), a low, flat island, the home of several fisherman, is at the upper end of the harbor on the Carleton side, and directly opposite the site of old Fort La Tour—so intimately connected with the romance of St. John's early history. The views of St. John from heights of Portland or from those of Carleton are simply magnificent. With its broad streets, its massive buildings and numerous church spires, the harbor filled with shipping; Courtenay Bay, with Croucheville and the hilly country beyond on the east and south-east; Partridge Island at the entrance of the harbor; Negrotown Point and Breakwater on the right; the Bay of Fundy stretching away to the horizon to the south and westward, dotted here and there with vessels of various kinds and sizes, and Nova Scotia blue and indistinct in the distance, combine to form a picture of great beauty. But the best view of all is from the deck of a steamer entering the harbor. No man who sees St. John for the first time from the deck of an incoming vessel on a clear summer's eve could ever become dissatisfied with the city even if he spent a month in one of the worst boarding houses in it.

* These are extreme low water measurements.



MASONIC TEMPLE, GERMAIN STREET.

TOPOGRAPHY.

ST. JOHN is well and regularly laid out, the streets are wide and airy, and cross each other at right angles throughout the greater portion of the city. It will be seen, on referring to the plan, that Union Street is the dividing line between the regularly and irregularly laid out portions. This is owing in a great measure to the fact that Union Street was the northern boundary of the city as originally surveyed (1783). That portion south of Sheffield Street was reserved for military purposes, and that north of Union Street was granted to Messrs. Hazen, Gilbert and Simonds. As the population increased, new streets were opened north of Union Street, and run to suit the contour of the hills, etc.

The Streets—Many years labor and vast sums of money have been expended in bringing the streets of St. John to their present state of perfection. Many of them have been cut down from thirty to forty feet through the solid rock, and some of them will have to go still lower. Hills have been levelled and



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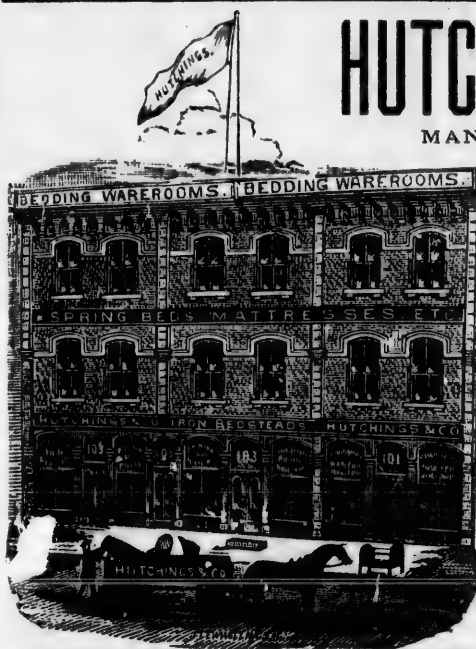
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In All Varieties;

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"Dominion" and Woven
Wire Mattresses.

IMPORTERS OF

Brass and Iron Bedsteads,
Adjustable Chairs, Stretchers,
Cribbs, Etc., Etc.

Children's Carriages and Sleighs,
Rattan Chairs, Bassinets, Baskets.

101 to 107 Germain Street,
Opp. Masonic Temple,
ST. JOHN, N. B.

hollows filled up all over the city. Fifteen years ago there was scarcely a sidewalk in the city worthy of the name, as the patches of brick, stone, or plank, which answered to the name, were so poorly and unevenly laid that they were almost worse than none. Gravel and sand covered most of the footpaths. All this is changed; every thoroughfare, and many of the side streets, has its double walk of asphalt or plank. There are but very few plank sidewalks however, not more than seventy or eighty feet of brick, and not one foot of stone pavement in the city. The total length of streets is 48 miles, and of sidewalks about 60 miles—asphalt, plank, etc.; gravel walks are not included.

The principal Streets are Prince William, King, Water, Dock, Canterbury, Germain and Charlotte. These, with the Market Square, North and South Market Wharves, King Square and Union Street (from Charlotte to Sydney) constitute nine-tenths of the business portion of the city.

Prince William Street (see views) runs north from Reed's Point, — the point of arrival and departure of the steamers for Nova Scotia, the United States, and Europe,—to Market Square, at the foot of King Street. The Custom House, Post Office, Banks, City Building, Ticket, Insurance, and Law Offices, and a number of stores are located on this street. All of the stores are between Princess and King Streets. Books, groceries, stoves, hardware, rubber and fancy goods are the articles handled here. This is the only paved street in the city—the "Nicholson" (wooden blocks set on end), being laid from Duke Street to the head of the Market Square. *Water Street* runs parallel with Prince William, starting and ending at the same points—Reed's Point and Market Square. The *Cartleton Ferry Building* is on Water Street at the foot of Princess Street. The ticket and some of the general offices of the New Brunswick Railway are in the Ferry Building. A little farther north and on the opposite side of the street is a local office for the Grand Southern Railway. Passengers for either road take the ferry. *Market Square*, at the northern ends of, and between Prince Wm. and Water Streets, is the rendezvous for the unemployed cartmen and laborers of the city. Some of the finest stores of the city are on the east and north sides of the Square (see view). At the western side, at the corner of the South Market Wharf, is the spot—remarkable in the history of the city—where the Loyalists first landed in 1783. No monument marks the spot! *The Market Slip*, on the west side of the square, is one of the curiosities of St. John, and well worth a visit. It is usually crowded with small coasters and fishing craft from all ports along the Bay of Fundy and up the St. John. At high tide the water is within two or three feet of the top of the wharves; at low tide the slip is completely dry, and carts can be loaded with wood, hay, etc., direct from the vessels in the centre of the slip.

North and South Market Wharves, as the wharves on each side of the slip are called, and the streets running from them, are the centre of the flour, fish, fruit, produce, ship chandlery, and commission business. When business is dull here, a hum need not be looked for anywhere else in the city. *Dock Street*, the principal thoroughfare between the City and Portland, enters Market Square at the head of North Wharf. Conclusive evidence of the difficulties experienced in the construction of the streets may be found here. Some of the buildings on the West side of the street have three flats between the street line of Dock and that of Nelson Street in the rear—in other words, they are built on the face of a precipice. The rocks in rear of the buildings on the East side are higher than the buildings, the face of the hill having been cut away to admit them. The street was widened eleven feet after the fire of 1877 at an expense of over \$40,000. Passage around this

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point was dangerous and difficult when the city was first built—the water coming up to the base of the cliff, and people had to cling to the roots of the trees to avoid rolling down upon the beach.* Water Street had no existence in those days and in many places the water line was along the western side of Prince William Street. Clothing, crockery, iron, confectionery, saws, groceries, and machinery are the principal articles sold here. *King Street*, the finest in the city, and the favorite promenade, runs East from Market Square to Courtenay Bay. It is very wide, with an easy incline, and lined on both sides with very handsome buildings. (See views.) The sidewalks, although twelve feet wide, are almost impassable at times, owing to the crowds of shoppers and promenaders. Window dressing is one of the fine arts, and

•History of Saint John.—D. R. JACK.

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Plain  Fancy Biscuit,

Pilot and Navy Bread.

MILL STREET, ST. JOHN, N. B.

thoroughly understood by the merchants of St. John. King Street is a panorama of handsome pictures. Everything required for home comfort, personal use, or adornment, may be obtained here. *King Square*, (see view), at the head of King Street*—i. e. at the top of the hill—and between Charlotte and Sydney streets, (see plan of city), is a handsome plot of land, containing about three acres and covered with large shade trees, most of which were planted at the time of the visit of the Prince of Wales in 1860. In the centre of the Square, towards which all the walks converge, is a fountain surrounded by an iron railing. The Court House is opposite the East side of the Square, on the corner of King Street East and Sydney Street. The Dead House, Registry Office, County Jail, and the Police Office are in the rear of the Court House and fronting on King Street East. *The Old Burying Ground*, the last resting place of many of the early settlers of St. John, and a delightful retreat from the dust and noise of the streets, is opposite King Square, between Sydney and Carmarthen streets. This is the most interesting place in or about St. John. A better insight of the character, feelings, and aims of the pioneers of the city may be obtained from the tombstones in this enclosure than from all the histories and biographies ever published. Every epitaph is a history—some require a key to open them—all are interesting, and many of them very quaint. The moss covered tombstones, in every position except the upright, the smooth, well kept walks, the fountain, the flowers and the trees, are all in keeping with each other. No interments have been made here since 1847. *Charlotte Street* runs from Union Street, South along the West side of King Square to the Government Pier, at the southern end of the city. The Y. M. C. A. Building is on the East side, between Union Street and King Square. The Market Building is on the West Side, opposite the north-west corner of the Square. The stores are all between Union Street and the South side of King Square—the majority of them are small. *Germain Street* bade fair to become the leading street of the city, but it has not fully recovered from the scorching which it received in 1877, and shows more scars than any other street in the portion burned over at that time. What buildings have been erected since are far superior to their predecessors, and they were considered very good, but the attractions—the Victoria Hotel and Academy of Music—have gone, never to return, probably. It is the church street of the city, there being one Baptist, two Presbyterian and two Episcopal churches on it. The Masonic Temple is on the East side, between Princess and King, at the head of Church Street. The stores are all between Princess Street and the Market. *Canterbury Street*, between Germain and Prince Wm. Streets, is the news mongers' retreat, there being three large newspapers on it between Church and Princess streets. *Princess Street* has more law piled up on the hill between Prince William and Germain streets than a ship could carry. The Dominion Savings Bank is on the corner of Canterbury and Princess, diagonally opposite two great store-houses of legal talent. The statement of deposits and withdrawals shows that equity takes precedence before law, however. *Union Street*, East from Charlotte—and *Brussels Street*, are lined with small retail shops of various kinds, dwellings, etc.

The section described in the foregoing comprises the whole of the business portion of St. John. There are small stores scattered all over the city, as is the case in all towns great or small, but as will be seen from the plan, the business portion is confined to a small compact space.

* The street East of the Square is called King Street East.

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PUBLIC BUILDINGS, ETC.

The fire of the 20th June, 1877, was the turning point in the affairs and history of St. John. Old things passed away and all things became new. That was the end of the wooden, and the beginning of the brick age. The unsightly wooden structures, devoid of paint, and covered, roofs and sides alike, with shingles, which disfigured all the prominent thoroughfares, disappeared, and their sites are now occupied by handsome brick and stone structures. There were many fine buildings here before the fire, but those erected since are superior in every respect. The first plate glass used in a store door in St. John was in 1844—a countryman "put his foot in it"; and the first brick building erected in the city was on the north-west corner of German and Church streets.

Custom House, (see view) on Prince William Street, near Reed's Point, is as fine a structure for the purpose as can be found in America. It is built in the form of the letter E, with the back of the letter on Prince William Street, is 200 feet long, 90 feet wide, 3 stories high on Prince William and 5 on Water Street; the end ells or arms of the letter being 84 feet long, and the centre one 45 feet, all of the same height as the main building. The height from Prince William Street to the top of the dome is 126 feet. The structure is of finely finished cut freestone, with ornamented stone trimmings, and cost, including furniture, etc., \$340,000. The amount paid up to the 30th January, 1882, was \$320,696, and there are several claims still outstanding and unsettled. It contains, besides the various offices of the Customs Department, which occupy one-third of the building, the offices of the Public Works, Inland Revenue, Marine and Fisheries, Shipping offices, Examiner of Masters and Mates, Inspector of Fisheries, Steamboat Inspectors, Meteorological office, Inspector of Weights and Measures, Gas Inspector's, Janitor's departments, etc. On the roof is a Repeating Signal Station—the different signals given on Partridge Island of "vessels in sight," "pilot wanted" and the like, are repeated here; there is a storm signal station here also—reports regarding the present and probable condition of the weather being received from different parts of the Province, Canada, and the United States, and if a storm is approaching a drum is hoisted to the yard-arm of the flag staff in the day time and a lantern at night. There is a Time Ball here also, which is raised the full height of the piston at one minute before one o'clock, and dropped at one o'clock, exactly. A beautiful view of the city, harbor, and surrounding country may be obtained from the roof of the building. The action of the Dominion Government in ordering the construction of this building so soon after the fire, when St. John was a heap of smoking ruins, many of its merchants utterly ruined, and business completely disorganized, was the strongest possible endorsement of the character of the merchants, and a good evidence of the extent and value of the trade of the city. (See imports and exports.)

The Post Office, another handsome endorsement of St. John by the Dominion Government, is on the southwest corner of Prince William and Princess Streets, fronting on Prince William and extending back along the line of Princess to Water Street. It is constructed of finely cut and ornamented freestone, with a granite basement; was erected in 1880 at a cost of about \$130,000. It is three stories high on Prince William and five stories high on Water Street, surmounted by a mansard roof with an ornamental iron railing along the top. There is a clock with an illuminated dial in the roof fronting Prince William Street. There are twenty clerks employed in the office, thirteen letter carriers, with a superintendent; an engineer and an assistant in charge of the heating apparatus and the elevator for hoisting the mails, etc., from the

Water Street floor to the sorting and mailing rooms. The offices of the Postmaster and assistant are on the lower flat, the Post Office Inspector's office is on the second, and the janitor's departments on the third flat. There are four clerks and a messenger employed in the Inspector's office. Twenty-one clerks are employed in the Railway Postal Service. Following is a statement of the business of the office for 1882:

| | POSTED. | RECEIVED. |
|-----------------|---------|-----------|
| Letters..... | 841,216 | 907,788 |
| Cards..... | 45,864 | 137,784 |
| Books..... | 151,268 | 65,876 |
| Parcels..... | 7,124 | 5,380 |
| Newspapers..... | 541,263 | 1,752,652 |

Carriers delivered 670,400 letters and postal cards, and 270,023 books, papers and parcels. Total number of mail bags received 57,350; sent out, 270,023.

The City Building (see view) corner of Prince William and Princess Streets, is a plain handsome freestone structure, erected in 1879, at a cost of \$32,000. It contains the offices of the Mayor, Common Clerk, Chamberlain, City Engineer, Assessors, and the Water and Sewerage Commissioners. The interior finish is in keeping with the outside, neat, handsome and solid.

The Ferry Building, a neat brick structure, two stories high, with a sloping roof, surmounted by a square tower, is on the northwest corner of Princess and Water Streets. There are two large waiting-rooms—one for ladies and one for gentlemen, Ferry Ticket Office and the Ticket Office and Baggage Room of the New Brunswick Railway on the ground floor. The Harbor Master's office, office of the Society for the Prevention of Cruelty to Animals, and several of the general offices of the New Brunswick Railway are on the floor above.

The City Market. The first market building in the city was located in Market Square, at the head of the slip. It was of wood, built about 1830, burned in 1837, rebuilt of brick in 1840, and destroyed again in 1841. The civic offices were in the upper, and butchers' stalls in the lower flat. Country people backed their carts up to the curbstone on each side of King Street. Market Street, from Charlotte to Germain, was set apart for the purpose of a market, and the present building was erected in 1876. The building is 394 feet long from street to street, 80 feet wide, and varies in height: the eastern or Charlotte Street end being three stories in height, surmounted by a high mansard roof, and the Germain Street end three stories high, with a flat roof, the variation being caused by the difference in the street levels. It is built of brick, with stone facings and pillars, and cost \$150,000. There are four stores in each end of the building—two on each side of the entrances—and tables, racks and stalls are arranged on both sides and down the centre of the main building. There are several fine offices in the upper flats of the Charlotte Street front. This is the best place in the city to study the manners and customs of the people, and to see the products of the country.



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The Court House an old-fashioned, plain but very substantial stone building, is on the south-east corner of King Street East, and Sydney Street, opposite King Square. It was built in 1828, contains the Supreme* and County Court Room, City Court Room, Jury Rooms, Barristers' Rooms, Sheriff's Offices and the Common Council Chamber. (Council meets second Wednesday in each month.) The Dead House, Registry Office and County Jail are in the rear of the Court House and facing King Street, East. They are all built of cut stone, uniform in style and design with the Court House, and strong enough, apparently, to withstand a long siege. Every deed, bond, mortgage, bill of sale, or other legal document relating to the transfer of property, real or personal, in the City and County of St. John must be recorded and filed in the Registry Office. Dishonest and unruly members of society are furnished with board and lodgings in the jail at the expense of the public.

The Central Police Office adjoins the Jail. It is a two-storey brick building with basement, stone trimmings, and ornamented with a square tower in which is placed a fire alarm bell. The interior arrangements and finish of the building are very fine—much better than the outside appearance would indicate.

Wiggins Male Orphan Asylum, (see view) on St. James Street, near Pitt, is the handsomest building in the Maritime Provinces. It is built of red and grey freestone, and granite, and in the Gothic style of architecture. It was built in 1876 at a cost of over \$100,000. It shared the fate of its more humble neighbors during the fire in 1877, but was rebuilt immediately and after the original design. It was founded by Stephen Wiggins, Esq., a former resident and prominent ship owner of St. John, and as its name indicates, is intended solely for the reception of male children of Protestant parents who were connected with the shipping interests of Saint John. It has accommodations for but 30 children besides the officers.

The Marine Hospital, a collection of small wooden buildings, and the only ones in range of the fire of 1877 which escaped destruction, is almost opposite the Wiggins Orphan Asylum. There are accommodations for thirty patients, but there has not been that number in it at any time during the last twenty years, the average being about ten. A handsome brick building, two stories high, with a high basement of granite and a mansard roof is being erected beside the old wooden one; it is being built by the Dominion Government, and will be finished during the present year. There are two wings the same height as the main building, and the building is so constructed that two more may be added at pleasure. It will accommodate about sixty patients as now arranged, but double that number might be easily cared for. The building will cost about \$30,000.

The Gas Works are also on St. James Street, on the corner of Carmarthen. The Company was organized in 1844, and gas was supplied to some portions of the city on the 18th September, 1845. There are about sixty miles of pipes of different sizes in the city. (There are 300 street lamps in St. John—East side; Carleton has none.)

The Protestant Orphan Asylum resulted from the cholera. In 1854, Asiatic cholera broke out here and continued till end of August, the deaths averaging thirty-four per day for the whole time. About one hundred and twenty children were left orphans and destitute by the terrible scourge, one-third of whom were Protestant. These were taken care of at different places and at different prices until 1864, when the Institution secured a permanent home on the corner of Britain and Carmarthen Streets. The cellar walls were all that

* First Supreme Court Sitzings—January, 1830.—History of St. John.—D. R. JACK.

was left after the fire. The present building, a plain but neat brick structure of two stories, with a high basement and mansard roof, is on the same lot on which the other one stood. It is well laid out, nicely furnished, and supplied with everything necessary for the comfort of its inmates. It was opened 16th November, 1881; cost \$8,000. It was built and is kept up by voluntary contributions. Average expenses, \$1,200 per year. Number of inmates average twenty-eight; accommodations for fifty, which can be extended to one hundred.

The General Hospital occupies a commanding position on a ridge of elevated ground between Waterloo Street and City Road—entrance from Waterloo Street. The structure is of brick, with freestone facings and granite basement, and consists of a large square building three stories high, with a large wing two stories in height. It was erected in 1865 at a cost of \$54,000, and will accommodate 80 patients.

Mechanics' Institute, a large wooden building on Carleton Street, near Germain, is the theatre, opera house, and general amusement centre of St. John, there being no other building in the city suitable or large enough for public meetings of this description. It was built in 1840, at a cost of \$26,100. Repairs and alterations since have amounted to about \$50,000. The Hall has a seating capacity of about 1,200. There is a library containing about 7,000 volumes, a reading-room well supplied with home and foreign papers and periodicals, and a museum containing many objects of interest, open to the public every Saturday afternoon; strangers are admitted at any time.

The Masonic Temple on Germain Street, adjoining Trinity Church, is a splendid structure and a credit to the Masonic fraternity of New Brunswick. It was erected by a joint stock company, but it will be handed over to the Grand Lodge of New Brunswick, eventually. It is built of brick, with stone trimmings, the front and southern side being faced with the best Philadelphia pressed brick, and will cost when fully completed \$80,000—land included. It has a frontage of 85 feet on Germain Street, and a depth of 90 feet, (size of lot 100 by 200 feet. The main entrance is at the south-east corner of the building, on a level with the second floor, and is reached by a passage way 15 feet wide. The main Lodge Room is on the third floor. It is 64 feet long, 33 feet wide, and 30 feet high. The Grand Lodge meets here on the Fourth Friday in April of each year. (For other meetings see Societies.)

Odd Fellows' Hall, on Union Street, at the head of Chipman's Hill—the continuation of Prince William Street, is a handsome brick structure four stories high, with a mansard roof. (See view.) It was built in 1878, the corner stone being laid on the 20th June of that year. The style of architecture is a near approach to the Italian *renaissance*. The building is constructed of Philadelphia pressed brick, with trimmings of freestone. It has a frontage of 45 feet on Union Street, running back 84 feet along the line of Prince William Street. There are two large halls on the third floor, each 42 by 25 feet, and two on the fourth floor. These two flats are set apart for the use of the Order; the two lower floors being occupied by stores, offices, etc. The cost of the building and grounds was \$30,000. The interior finish and furnishings are very handsome. (For nights of meetings see Societies.)

Y. M. C. A. Building, (see view) between King Square and Union Street, is a fine three-story brick building with a granite front and basement, erected in 1872 at a cost of \$40,000, including the price of the lot. It contains parlors, reading rooms, class-rooms, library, gymnasium, bath-rooms, and a large hall with a seating capacity of about 850. The library and reading-room is open daily, Sundays excepted, from 8 A. M. till 10 P. M. Strangers taken in. The

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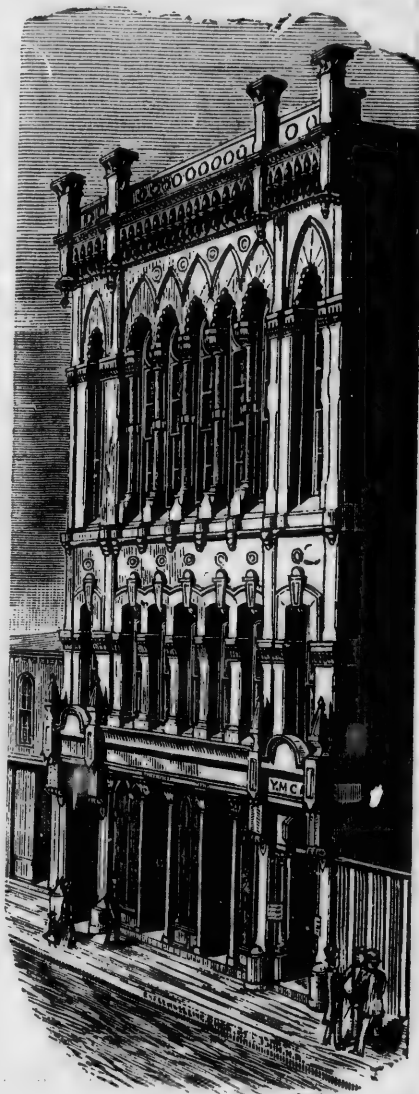
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Churches.—As stated in another part of this work the first frame building erected in St. John was a house of worship. And the citizens of the present day, in imitation of their ancestors, dedicate their finest and most costly buildings to the service of God. St. John is a city of churches; they are to be found in every direction, and in all styles, from the plain, unpretending chapel to the grand cathedral. It would be impossible in a book of this size to give a sketch of all the churches in the city, only a few of the more prominent ones will be mentioned.

Trinity Church, owing to its historical associations, will be accorded the first place. The corner-stone of the original church was laid on the 20th August, 1788, and the first sermon was preached in the church on Christmas Day, 1791. Stoves were not introduced into the church until 1803. Twelve years without fires! A clock was placed in the tower in 1812, and did duty till the 20th June, 1877, when it stopped short never to go again—the Church being burned. "Old Trinity" was a large, plain wooden building. New Trinity, which occupies the site of its predecessor on a lot (or rather four lots—two on Germain Street and two on Charlotte), on the east side of Germain, near Princess, and adjoining the Masonic Temple, is the finest church in the city. It is built of rough grey limestone, with facings and trimmings of cut free stone; is 172 feet long and 62 feet wide, and cost about \$100,000. The nave is 34 feet clear width, the height 56 feet from floor to ceiling, and 64 feet to the ridge of the roof. It is surmounted by a tower and spire. There is a chime of bells in the belfry, and a clock tower with four dials. There are eighteen handsome stained glass windows in the church—the gifts of different members of the congregation. The church was opened December 9th, 1880. The Royal Arms which hang on the walls are interesting relics. In September,



Y. M. C. A. BUILDING.

1778, Trinity Church, New York, with nearly one-third of the city, was burned to the ground. Every thing in the Church, except the Royal Arms, was burned, these were saved, and brought to St. John by the Loyalists and placed in the first place of worship opened in the city. When Old Trinity was built the Arms were placed in it. They were saved at the time of the big fire, and are again within the walls of Trinity Church.

The Centenary Church. The Methodists built the second church in the city. It was a plain, unpretentious wooden building, erected in 1805, and located on Germain, corner of Horsfield Street. It was known as the Germain Street Methodist Church. The lot was sold after the fire, and a new site obtained at the corner of Charlotte Street and Queen Square. The Centenary is an outgrowth from this Church. It was opened August 18th, 1839,—the centennial year of Methodism. The old building was of wood, the present one is of stone with artificial stone trimmings. It was opened August 18th, 1881. It has a large school building in the rear, which was used for meetings from June, 1878, till the completion of the Church. The new building is on the site of the old one, Princess corner of Wentworth—the highest ground in the city.

St. Andrews (Presbyterian) was the third church erected in St. John. It was built in 1815, and occupied the site of the present edifice till 1877. The St. Andrews of to-day has no resemblance to its diminutive predecessor. It is a large, handsome structure, with a spire and tower. It was built in 1878, at a cost of \$65,000. It is on Germain Street, near Duke.

St. David's Church, (Presbyterian,) situated on Sydney Street, between Princess and Duke, is a substantial brick edifice, and one of the first churches erected after the fire of 1877. It is 190 feet by 60 and cost \$40,000. The stained glass windows in this church are said to be equal to those of many of the famous European Churches. The subject of the design in the window facing Sydney Street is Christ blessing little children, and those in the chancel represent Faith, Hope and Charity. They are all memorial windows presented by members of the congregation. There is a very fine organ in the church and the first of the kind built in the city.

When the Baptists built their first church is uncertain; they have several very fine, handsome ones in the city now.

The Roman Catholic Cathedral on Waterloo Street, opposite Richmond, is the largest church in the Province. It is built of marble and sandstone, is 200 feet long, and 110 feet wide at the transepts, and cost \$100,000. There is a marble bas-relief of the Last Supper over the eastern portal which is worthy of inspection. The Nunnery, a plain brick building, is on the East side and the Bishop's Palace, a fine stone structure, is on the West side of the Cathedral.

The Roman Catholic Orphan Asylum is on Cliff Street, adjoining the Bishop's Palace. It is a plain but very neat brick building, with accommodations for about 100 children.

Following is the number of Churches belonging to the different denominations in St. John, Carleton, Portland and Fairville: *Baptist*, St. John 3 and 3 Mission Houses; Carleton 1; Portland 1; Fairville 1; Total 9. *Christian Baptist*, St. John 2. *Free Baptist*, St. John 1; Carleton 1; Portland 1; total 3. *Congregational*, St. John, 1. *Episcopal*, St. John 4; Carleton 2; Portland 3; Fairville 1; total 10. *Ref. Episcopal*, Portland 1. *Methodist*, St. John 4; Carleton 1; Portland 1; Fairville 1; total 7. *Epis. Methodist* (Colored), St. John 1. *Presbyterian*, St. John, 5; Carleton 1; total 6. *Ref. Presbyterian*, St. John 1. *Plymouth Brethren*, St. John 1. *Rom. Catholic*, St. John 1; Carleton 1; Portland 1; Fairville 1; total 4.

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THE ENVIRONS OF ST. JOHN.

Portland is an outgrowth of St. John, resulting from the overcrowded state of the narrow limits of the city, and from the natural desire of struggling humanity to escape from the noise and bustle of city life to the quietness and freedom of the country.

Portland Heights early became a favorite resort of those who could afford a suburban retreat. The poorer classes followed, as taxes and the cost of living were very much lower there than in the city. The steamers and vessels engaged in the navigation of the St. John River have always made Indiantown — the western end of Portland — the terminal point of their trips, drawing people and business thither. The building of the Suspension Bridge and the opening of the road to it has also tended to build up the place. It was thought, and greatly desired for many years, that Portland would incorporate with St. John, but for some cause the project was abandoned, and it was incorporated as a city in April, 1883. It is divided into five wards, and governed by a mayor and 15 aldermen, 3 to each ward, with all the officers, paraphernalia and expenses of a city. Population in 1851, 8,429; in 1871, 12,520; in 1881, 13,570. Although under separate municipalities, the interests and aims of the two cities are so interwoven that they are practically one city, and we seldom hear one say, "I am of Portland," or "I am of St. John." Probably not one person in a thousand knows the whole of the boundary line between the two places.

Main Street, the leading thoroughfare and business street of Portland, runs from Mill Street, a prolongation of Dock Street,—west, along the base of Fort Howe Hill, to Indiantown, a distance of about $1\frac{1}{2}$ miles, is lined with small



DOMINION WIRE MATTRESS.

PATENTED in United States, Canada, and Great Britain. Only Mattress using **Oil Tempered Steel Springs** manufactured in the Dominion. 70 springs in double Mattress, tested 60 lbs. each. In case of any Mattress failing with ordinary usage, the part failing will be renewed without expense to the owner. Bedwoods steam dried and will not warp. Swing in the centre; keeps the person straight; yielding to the form. Try one, if you want a durable, comfortable, and cleanly Mattress. Most extensively introduced into Public Institutions of any Mattress in the Dominion.

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retail shops of various kinds. There is an occasional brick building to be seen, but wood predominates—houses, walks and fences being constructed of this combustible material. Portland, like St. John, has had many a scorching, but lumber is convenient and cheap, here being several Mills in the place, and a block of buildings is no sooner destroyed than another is thrown together in its place. Portland has a good Fire Department, entirely distinct from that of St. John, supplied with two first-class steamers, several hand engines, hose carts, etc., and a fire alarm. The *Police Force* is small but efficient, the Station a neat two-storey brick building, is on Main Street, at the corner of Black Spring Road. St. Luke's Church (Episcopal), a large wooden



FISHING ON THE MIRAMICHI.

edifice with a clock tower and spire, is at the head of Bridge Road. *Indiantown*, at the western terminus of Main Street, is the point of arrival and departure of Steamers and sailing vessels navigating the St. John and its branches, and a lively thriving section of the City of Portland. The furnishing of groceries, etc., to the numerous hands employed in the saw mills on both sides of the river is the principal business of its merchants. The views of the harbor and City of St. John which may be obtained along the route of the Bridge Road, from its junction with Main Street, opposite St. Luke's Church, to the Suspension Bridge, amply repays one for the trouble of a walk or drive thither. *The Falls of the St. John*, spanned by a handsome wire suspension bridge, is a sight unequalled elsewhere in America.

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ENGRAVING CO.
 702 CHESTNUT ST. PHILADELPHIA.
 THE IVES' PROCESS, THE LATEST INVENTION IN ENGRAVING.
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The River St. John is justly celebrated for its scenery. It is a noble river. Rising in the northern part of the State of Maine, it flows northward and eastward curving around the northernmost peaks of the Alleghanies in a grand sweep of seventy-five miles; thence it takes a southward course, widening as it goes, until it finds its way to the sea through a rocky gateway whose walls tower grandly above the ebbing and flowing tide. It reaches from the present away back into the past. To ascend it from its mouth to its source is to travel backward over two centuries of Canadian history. At the sea shore where its waters mingle with the ocean are ships laden in marts far distant, and on every hand the evidences of a refined civilization. Two hundred miles up the river we see the new farm and rough cottages of the pioneer English settler; a few miles further we enter a remnant of "Ancient Acadia," with many of the manners and customs of the days of Evangeline yet remaining; a little further still, and we see the bright light of burning flambeaux marking where the Indian, spear in hand, hovers over the deep pool where the lazy salmon are swimming; and further still, the great river is only a forest brook, winding among grand trees not yet desecrated by the woodman's axe.

The St. John River is over 450 miles long, and with its tributaries has an almost uninterrupted navigable length of nearly 800 miles, and drains over 15,000,000 acres in its course to the sea. The immense accumulation of waters is emptied into the harbor through a gorge in some places not more than 450 feet wide! Whirling, twisting, white with foam, headlong with unresisted sweep, the waters seek the ocean wide. The fall is about 15 feet into the sea at low water, but at high tide the fall is as great the other way, and the river runs up stream with as great force and rapidity as it ran out before. There is but one other place in the world where a like phenomenon occurs! Steamers, sailing vessels, and small boats pass through the falls in smooth water, at certain times of the tide. A trip through the falls is fraught with peculiar sensations of pleasure, not unmixed with awe.

When the St. John River was discovered is a matter of considerable uncertainty. One of the earliest historical notices of it dates from 1529, when it is called *Riviere de la Grand Baie*, or *la Baie Francaise*, as the Bay of Fundy was then called. To DeMonts is due the honor of being the first white man who explored it.

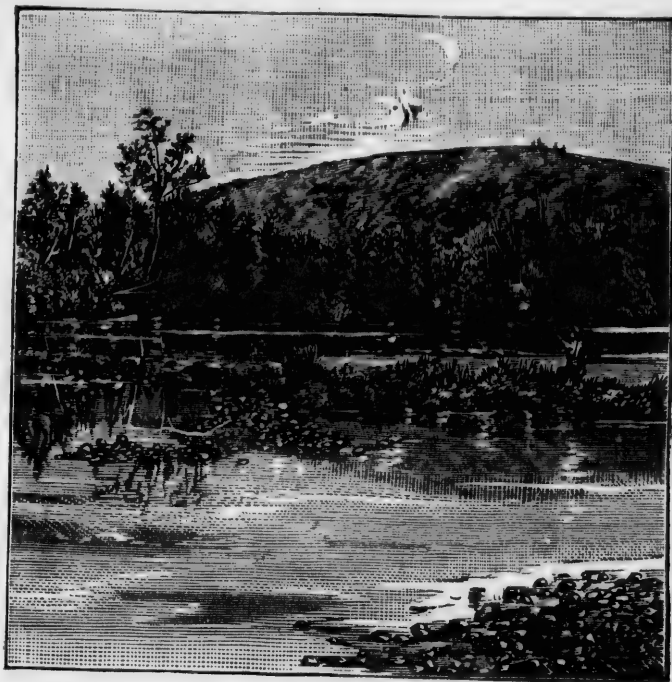


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The Suspension Bridge which spans the rocky gorge at the mouth of the St. John is a handsome structure (see views). It was built in 1852, at a cost of \$80,000; has a span of 640 feet; is 70 feet above high water; is hung on 10 cables, supported by 4 towers of solid masonry 53 feet high, and contains 570 miles of wire. Shortly after the bridge was commenced a foolhardy youth walked across on one of the chains.* A section of the road-bed dropped out during a heavy gale, a few years after the bridge was built. A countryman crossed on horseback shortly before the accident occurred. The bridge swayed fearfully in the gale, but putting spurs to his horse he dashed across at full speed, sometimes at one side of the bridge, sometimes at the other. Toll was



SCENE ON SQUA-TOOK.

collected from persons crossing the bridge until 1876, when the Provincial Government bought the bridge from the Company owning it, and threw it open to the public.

There is an extensive deposit of graphite, better known as plumbago or black lead, a couple of hundred yards above the eastern end of the bridge. The vein crops out again on the east shore of Lily Lake, and also at different points through the woods beyond the Lake. Native iron has also been found near the bridge, but in small quantities.

Fairville, a thriving village of about 1,800 inhabitants, is a short distance above the bridge on the western side of the river. Several lumber mills are

*History St. John—D. R. JACK.

visible on each side of the river both above and below the bridge. The *Mahogany* Road*, which runs from the bridge through Fairville, and southwesterly to Spruce Lake (see fishing) and points beyond, is a favorite and very pleasant drive, affording some very fine views of the Bay of Fundy and its numerous coves and inlets. This is the old post road to St. George, St. Andrews, etc. The Fredericton post road branches off to the north a mile west of Fairville. These roads were the only outlets from St. John to the western and northwestern portions of the Province previous to the building of the railways, and cost the Government immense sums for construction and repairs. Communication was had with the City via Carleton.† The road from the Asylum to the Carleton Ferry affords some magnificent views of the City, and the Bay of Fundy. There are excellent bathing facilities along the Bay Shore, west of Negrotown Point, in Carleton. The Masonic Hall, City Hall, Public School, and the different churches are all objects of greater or less interest. Fish and lumber are the principal articles handled here, — about four-fifths of the male population being employed in the mills and the fisheries.‡

The *Lunatic Asylum* occupies a height of land near the Western end of the bridge, and is a prominent object in the landscape. It is a handsome brick structure with three wings. The main building is 300 feet long, the end wings 150 feet each, and the centre wing 120 feet, the whole being in the form of the letter E. It was built in 1848 by the Provincial Government, and will accommodate about 300 patients.

Lily Lake, about a mile-and-a-half from King Square, and in the rear of Mount Pleasant, is a beautiful circular sheet of water, surrounded by high, rocky banks, and a favorite resort, summer and winter, for the citizens of St. John and Portland. There are several boats on the lake for hire; and plenty of large trout in the lake, but the difficulty is to get them out. The first skate of the season is usually had on the lake, and early in the winter it presents an animated scene. The water is very pure, and the lake was the source of the city's water supply for several years. The ice cut from the lake is the best in the market. The lake is reached from the King Square via Charlotte and Coburg Streets, Jeffries Hill, crossing the bridge over the Intercolonial, at the eastern end of the old station, and turning to the right at Zion's Church (the second right hand road after crossing the bridge), thence up and along Mount Pleasant—where magnificent views of the city, harbor, and surrounding country may be obtained, and where some very handsome villas may be seen.

Howe's Lake and the Highland Park may be reached via the left hand or centre road from Zion's Church, turning to the right at the top of the hill and following the windings of the road for three miles. Howe's Lake is on the left of the road and the Park on the right of the road. The Park, when completed as projected, will be one of the most delightful spots in Canada; forest covered hills, bare rocky knolls, picturesque ponds, and broad, smooth drives and walks are some of the attractions. "The Fire" is responsible for the unfinished state of this Park. Some delightful views may be had en route hither, and also along the road beyond to the Kennebecasis River, about two miles farther—straight road.

* Mahogany, from the Indian word Manawagonish.

† Row boats and scows were employed on the ferry between the East and West sides of the harbor until 1841. A steamer was put on the route in that year.

‡ The fisheries of St. John harbor are very valuable, yielding an annual rental of over \$6,000; over 70 per cent. of which is derived from the West side.

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The Marsh Road is a favorite drive for the citizens generally, and the owners of fast horses particularly. It is broad, firm and level, and well adapted for racing.

The Rural Cemetery, about a mile from the Marsh Bridge, is an enchanting spot; nature and art have united to render the place of great beauty. New views are opened to the eye at each turn of the winding drives and walks. Handsome and expensive monuments and vaults are scattered about among the high rocky knolls, and flowers in great profusion are placed about the walks and on the graves. There are about twelve acres within the enclosure, and many hours may be spent in wandering about in it, always seeing something new and beautiful, and then not see the half of it. It is open to the public daily, except Sundays, when only the owners of lots and their families are admitted.

Moosepath Driving Park, a circular half mile course, and the only trotting park about St. John, is one-and-a-half miles beyond the Cemetery. Three miles farther on the Kennebecasis appears in sight, and many beautiful views of it may be had before reaching Rothesay, nine miles from town.

The Loch Lomond Road affords some fine views of New Brunswick scenery. Starting from the Marsh Bridge and following the first right-hand road out about two miles, the Roman Catholic Cemetery is seen on the right, and a mile farther on is the beautiful cascade of *Silver Falls* on Little River (see view), and seven miles out is the famous Loch Lomond, described elsewhere in this book.

The Shore Road to Mispeck turns to the right off the Loch Lomond Road, a half mile from the Marsh Bridge. A quarter of a mile out the pretty little village of Crouchville is passed through; half-a-mile further the *Alms House*, a large four storey brick building with two ells, is seen on the right, and directly opposite are the buildings formerly used as a Penitentiary. Some very fine Marine views may be had along this road, the views of the city are especially so.

Mispeck Point, nine miles out, is a picturesque spot. Immense piles of huge conglomerate rocks tower above the roadway; while far down on the right the waves dash against the unyielding rocks only to fall back in long lines of fleecy foam. *Mispeck* village, a small hamlet a mile beyond the point, presents peculiar attractions for Artists. (See *Mispeck*.)

The Municipality. St. John is divided into nine wards, six on the East and three on the West side of the Harbor, and governed by a Mayor, elected by the city biennially, and an alderman and a councillor from each ward, elected annually by their respective wards. There were seventeen mayors appointed by the Government from 1785 till 1850. The Council elected the three who served from 1851 to 1854; and the ten who have filled the office since 1854 were elected by the citizens. The other officers are the Recorder, the Common Clerk, Deputy Common Clerk, Chamberlain, Engineer, Superintendent of Water and Sewerage, Superintendent of Ferries, Superintendent of Streets, Assessors, Harbor Master, Harbor Inspector, Commissioners of Water and Sewerage, Chief Engineer Fire Department, Police Magistrate, Police Clerk, High Constable, etc.

Water Supply and Sewerage. Previous to 1838 water obtained from wells in different parts of the town was sold about the streets at a penny a pailful. In 1838 Lily Lake became the source of supply; the water being carried through a wooden trough from the outlet of the Lake to a pumping station, whence it was forced through pipes to a reservoir on Leinster Street, in the rear of the Centenary Church. Pipes were laid from the reservoir to different parts of

ALLAN'S Beef, Wine and Iron, THE BEST TONIC APPETIZER AND BLOOD MAKER.

FOR SALE BY ALL DRUGGISTS.

PREPARED ONLY BY

W. C. RUDMAN ALLAN,
CARLETON, ST. JOHN, N. B.

The Genuine bears the TRADE MARK on every Bottle.

the city. The supply proving inadequate and intermittent, Lily Lake was abandoned, and a full and copious supply obtained from Little River, at a point five miles from the Court House. The first water supplied from Lily Lake was in October, 1838, the first from Little River on Sept. 10, 1851. The works were built by a company, but were transferred to the present Board of Commissioners in August, 1855. Nov. 10, 1857, the water was supplied to Portland. The water is brought to the city through one 12-inch and two 24-inch cast-iron pipes. The combined length of the mains is 69,325 feet, and their total capacity 350,000 gallons per hour, or 10,000,000 gallons daily. The water is distributed through 279,498 feet of pipe of various sizes. There are 49 free hydrants for the use of the poor, 276 fire plugs, 3,733 service pipes for house supply. Total length of pipes of all kinds, 66 miles. Total cost to Dec. 31st, 1881, \$998,000. Factories, mills and workshops supplied with water in the city, 304. Portland, 85; total, 389.* There are few cities more favorably circumstanced than St. John in the item of water supply. In amplitude, in elevation, in proximity, in freedom from engineering difficulties, in purity, in flavor, in color, and softness, the waters at its command are almost unrivalled.

Sewerage. The elevated character of the site of Saint John ensures perfect drainage. The rocky formation entails heavy expense in the cutting of drains and sewers, however. Almost every street has a sewer throughout its entire length, with branch drains from each house. The sewerage system is being constantly extended, and a stranger arriving in Saint John at certain times would imagine he had struck a western mining town.

Fire Department and Fires. There is not, probably, another city in America which has been visited so frequently by extensive conflagrations as Saint

* Carleton is supplied with water from Spruce Lake, seven miles out on Mahogany Road.

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John has been. The first year after it was founded the whole peninsula, and the country north to the Kennebecasis, was burned over; many of the newly arrived settlers lost everything they possessed, and if their needs had not been supplied by the British Government the whole of the colonists must have perished. In 1823 a fire involving the destruction of over 40 houses and stores, and the loss of £40,000 sterling, broke out on Disbrow's Wharf, and swept both sides of Prince William Street. In the following year as many more stores, etc., were burned; January 14th, 1837, 115 houses, and nearly the whole business portion of the city, were consumed—loss \$1,000,000. August 17th, 1839, 125 stores and dwellings, with their contents, were destroyed; 3,000 people were rendered homeless, and \$1,200,000 worth of property destroyed. March 24th, 1841, there was another large fire in Saint John, and on August 6th of the same year, 60 houses and a 900 ton ship were destroyed. November 5th, 1841, 35 stores and dwellings, and the new brick Market House, were burned; July 29th, 1845, 40 dwellings and stores were burned; February 28th, 1849, 40 houses, stores, etc., were burned, on King Street, and a month later 100 houses were destroyed at York Point. All of the fires referred to above were in the business portion of the city, and were confined, for the most part, to the section South of Union Street and West of Germain Street. Prince William Street, Water Street, and the wharves, were the oftenest burned over. Several large fires have occurred in various parts of St. John and Portland since 1849, involving the loss of millions of dollars worth of property, but the crowning calamity came on the 20th June, 1877. The sun, which rose bright and clear over a happy and prosperous city, sank to rest amid the roar and whirl of a sea of fire. Midnight found the fell destroyer still at work. Morning dawned again, clear and bright, and the sun smiled down upon a ruined city. Yester-morn he vainly strove to reach beyond the sheltering walls of brick and stone, and closely veiled windows; to-day the shivering wretches by sea and shore gladly welcomed his warm embrace, while the broken fragments of their household gods lay unheeded on the ground. Strong men wept as they beheld the scene of desolation. The house of God and the den of infamy, the mansion of the rich and the habitation of the poor had passed away, leaving naught but dust and ashes and smouldering ruins. Pauper and priest, merchant prince and horny handed mechanic stood to-day on an equal footing—homeless, destitute, beggared; dependent on charity for shelter, for clothing, for food. And charity—charity which makes the whole world kin—stepped in with full heart, and full hands, and relieved the wants of the suffering multitude.

Two hundred acres were swept over; over 1600 houses were burned; 13,000 people rendered homeless; 2700 families turned into the streets; \$30,000,000 worth of property destroyed; and all in about eleven hours—or from half past two in the afternoon, till two next morning.

The firemen of St. John had had many a conflict with the "fire fiend" before this, but all that had gone before was but as child's play compared with the terrible ordeal which they passed through on this memorable day. All their efforts were unavailing. The fire went where it listed, and burned itself out.

The Fire Department consists of Chief Engineer, 3 District Engineers and 41 Callmen; 3 Enginemmen, 3 Assistant Enginemmen and 5 Drivers. District Engineers and Callmen perform duty when alarms occur. There are 3 Engine Houses, 4 Steamers, 6 Hose Carts, 1 Hook and Ladder Carriage, and 11 horses belonging to the department.

The Salvage Corps—an important addition to the department—was organized in 1882, and has been of great assistance in the saving of goods,

preventing theft, etc. It consists of 40 members, and is supplied with all necessary tools, etc.

The Fire Alarm Telegraph was introduced in 1867. There are 38 Fire Alarm boxes, and between 10 and 12 miles of wire connected with this branch of the service. The total annual cost of the fire department is between \$17,000 and \$20,000.

The Police Force attains its majority this year, having been organized in 1862. It consists of a Chief, 6 Sergeants, 16 Patrolmen, and 1 Detective on the East side; and one Police Constable in Carleton—one policeman to each 1,200 inhabitants. The Police Court is presided over by a Police Magistrate and Clerk. Total cost of service, 1882, \$30,000.

Schools. The Public Schools are conducted under the control of the Province, and supply a uniform course of study for all pupils between the ages of 5 and 20. The best parts of the best systems of education in vogue in the Old and New World are incorporated into that of New Brunswick. Monies are granted by the Government of the Province, and every municipality contributes a certain amount yearly from the general assessment for the support of the Public Schools, which are free to all; rich or poor, black or white,—all have equal advantages.

A Board of Trustees, consisting of six members, (two appointed by the Government, and four by the City) with a Secretary and Superintendent, have charge of the schools of St. John.

The following statistics have been compiled from the Report of the Secretary and Superintendent, John March, Esq., and show the state of the schools during the last school year:—

School Buildings owned by Trustees, 2; rented, 16. Cost of buildings owned, furniture and apparatus, \$194,083.41; rentals of buildings, \$3,880.00. Number of Departments taught: Grammar and High, 5; Advanced, 23; Advanced and Primary, 8; Primary, 45—Total, 81. Number of pupils in attendance, 4171; average attendance per day of school year of 235 days, 2722. Cost of schools per year, from \$48,000 to \$50,000; Teachers' salaries, about \$27,000; cost of Grammar School per year, \$3,000.

From Chief Superintendent's Report for 1882, the following particulars have been collected:—Number of Schools in Province, 1,508; number of Teachers, 1,520; cost to the Province, \$131,764.53; number of Pupils, 64,267; average attendance, 33,547; number in attendance in proportion to population, 1 in 6.38.

Newspapers. The first number of *The Royal Gazette and New Brunswick Advertiser*, the pioneer journal of the Province, was issued October 11th, 1785. It was published weekly at St. John, by Christopher Sower, King's Printer. *The New Brunswick Courier*, weekly, was established April, 1811, by Henry Chubb, the seventeenth Mayor of the city, and the last one appointed by the Government. The first penny paper published in the British Empire, *The St. John News*, was issued at St. John in 1838, by George E. Fenety. It started originally as a tri-weekly morning paper, with a weekly issue; was changed subsequently to a morning daily, and lately to an evening daily paper. It is the oldest newspaper published in St. John. The *Sun* and *Telegraph* are morning, and the *Globe* and *News* are evening papers; each issued daily, except Sunday, and each having a weekly issue. There are three weeklies, in addition to the above, published in St. John: *The Freeman* is the organ of the Roman Catholic, and the *Christian Visitor* and the *Intelligencer* of the Baptist churches.

Public Libraries. The Y. M. C. A., Mechanics' Institute, and Church of England Institute each have a library open to their respective members, in

addition to which St. John and Portland have each a fine library open to the public under certain restrictions.

The *Board of Trade Rooms*, on Prince William Street, are well supplied with newspapers, industrial journals, etc.; commercial telegrams from all parts of the world received daily. *Commercial News Room*, corner of Prince William and Princess streets, 3rd floor, entrance from Princess Street, is a favorite resort of those who wish to keep posted. Strangers will always receive a hearty welcome from its genial proprietor, Col. DeBlois.

Banks, Etc. The oldest financial institution in the Province is the *Bank of New Brunswick*. Established on the 20th March, 1820, it has grown with the city, and it is to-day one of the strongest, as well as one of the most conservative banking houses in the Dominion; its shares, when they are to be had,—which is seldom—are away up. Capital \$1,000,000. The *Maritime Bank* is another Saint John institution, with a paid up capital of \$697,000. It was established May 10th, 1873. In addition to these home institutions the Bank of British North America, capital £1,000,000 sterling, the Bank of Montreal, capital \$12,000,000, the Bank of Nova Scotia, capital \$1,000,000, and the Halifax Banking Company, capital \$500,000, have branch establishments here. There are two private banking houses also, with a capital of about \$100,000, and a Savings' Bank, doing a large business. The latter, a handsome cut freestone structure (see view), is on the corner of Princess and Canterbury streets. It is a Government institution (Dominion), and therefore perfectly secure.

Valuation of the City. The taxable real estate is estimated at \$9,020,300; that exempt from taxation, consisting of church, school and charitable society property, at \$1,457,800. The Assessors' valuation is fully fifty per cent. below the actual value of the properties appraised, however, and does not include the property of the Dominion Government, or of the members of the Civil Service, or the real estate and other properties of the city itself, the total values of which are about \$4,500,000. As with the real estate, so also with the personal property. The Assessors estimate this at \$8,886,200. The stocks of dry goods alone are worth over \$2,000,000. The total value of the real and personal property in the city may be safely estimated at \$40,000,000, and that outside the city limits, owned by the citizens, at ten millions more. Gold, silver, copper, iron and coal mines, pulp mills, saw mills, timber limits, etc., are the classes of outside properties favored by St. John capitalists.

The total debt of the city on the 31st December, 1882, amounted to \$1,242,303. Cash assets, same date, \$185,126; other assets \$1,665,799; surplus over liabilities, \$608,622. (Not a very bad showing for a city which was almost completely wiped out of existence five years and a half previously). Total receipts from all sources, same year, \$722,916.51; expenditure, \$669,606.88; surplus for the year, \$53,309.63. The amounts received for Licenses in 1882, were as follows: Auction, 15, \$462; Business, 2, \$40; Coaches, 34, \$136; Omnibusses, 34, \$136; Carts, wagons, slovens, etc., 208, \$421; Drivers, 28, \$56; Exhibitions, shows, etc., 27, \$291; Fresh Meat, 32, \$640; Junk, 8, \$160; Dogs, 611, \$611, (there is a "fine" time about these animals every year); Liquors—wholesale, 19, \$1,090; taverns, 149, \$7,450.

Hack Fares.—For conveying one passenger from any public stand to any part of the city, or from any one part of the city to any other part thereof, 30c. If coach detained, there shall be paid for every time not exceeding half an hour, 50c., and for every additional half hour after the first, 50c. In case any driver shall be required to cross the ferry to Carleton, he shall, in addition to the foregoing fares, be entitled to demand and receive the ferriage for himself, his carriage and horses, both going and returning, 15c.

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Telegraphs. The first telegraph line running from St. John was built by the New Brunswick Telegraph Company in 1848, the office being opened in January, 1849. The business was very small for several years, one man being able to attend to it all. The Western Union operate all lines centering here at the present time, and employ fifteen operators.

Express Companies. The well-known American and the Intercolonial express companies handle all the express matter of the city.

Consuls. For the United States, D. B. Warner, E. W. Gale, Deputy and Vice-Consul; Germany, Robert Thomson, jr.; Norway and Sweden, William Thomson; Argentine Republic, D. D. Robertson; France, Wm. B. Carvill, Consular Agent; Chili and Peru, J. H. Scammell; Spain, Henry Jack, Vice-Consul; Netherlands, J. McG. Grant, Vice-Consul; Portugal, F. O. Allison; Austro-Hungary, J. H. Thomson.

Hotels and Boarding Houses. There are 31 hotels and 50 boarding houses in St. John. Of the proprietors of some of the hotels it may be truly said, "he knows how to run a hotel." There are some of the houses of which the least said the better; but, taken as a whole, the hotels of St. John are better kept, and more complete in their appointments, than those of any other city in the Eastern Provinces, and will compare favorably, in many respects, with those of most cities in the United States. The advertisements of the better houses will be found throughout this book, and will speak for themselves. See the *Business Directory* and the *Hotel Guide* for further information.

Manners and Customs. The citizens of St. John are noted for their hospitality, and for their genial, off-hand manner. Every man is as good as his neighbor, and a little better, as long as he behaves himself. There is very little class distinction; servile submission to superiors is almost unknown, and the people have a free, independent style about them which is pleasant to see. Travel, the best educator, has done much for St. John and its citizens. The city has been a favorite resort for many years for our neighbors across the border, and close business relationship with the United States—the result as much from inclination as location—has been the rule ever since the city was founded. Beside which, hundreds of our citizens have spent the greater part of their lives voyaging from one port to another, gaining new ideas in every land, and bringing them home to grow and ripen. That it is a quiet, orderly community, the statements regarding the police force, show most conclusively. If it were otherwise, the small force of police would be powerless among a resident population of 27,000,* and a floating population of from 8,000 to 23,000.

The population of Portland was, in 1851, 8,429; in 1871, 12,520; in 1881, 15,226. The decrease in the population of St. John, and the increase in that of Portland since 1871, is due to a great extent to the "big fire." People could not obtain houses in St. John, and had to leave it.

*Population of St. John—1840, 19,281; 1851, 27,745; 1861, 27,317; 1871, 28,805; 1881, 26,127.

CAMPBELL & ELLIS, **Ranges, Stoves, Furnaces, Farmers' Boilers,**

TINWARES, ENAMELLED and GRANITE IRON WARES,

House and Ship Plumbing, Gas-Fitting, Hot-Water and Steam-Heating Apparatus, Baths of all kinds, Pumps, Iron and Lead Pipe, &c.
Warerooms, 87 Prince William Street, and 30 Water Street, ST. JOHN, N. B.

Climate. The following tables, kindly furnished by Gilbert Murdoch, Esq., Superintendent of the Water and Sewerage Department, shows exactly what the climate of St. John is like :

TABLE I.

ABSOLUTELY HIGHEST TEMPERATURE IN EACH MONTH DURING THE LAST TEN YEARS.

| YEAR. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sep. | Oct. | Nov. | Dec. |
|-------|------|------|------|------|------|-------|-------|------|------|------|------|------|
| 1874 | 53° | 43° | 46° | 51° | 71° | 75° | 78° | 76° | 80° | 64° | 56° | 47° |
| 1875 | 35 | 42 | 47 | 59 | 71 | 76 | 81 | 84 | 77 | 58 | 47 | 43 |
| 1876 | 48 | 44 | 43 | 53 | 64 | 77 | 83 | 76 | 70 | 60 | 58 | 44 |
| 1877 | 40 | 37 | 50 | 68 | 71 | 76 | 72 | 73 | 70 | 63 | 55 | 50 |
| 1878 | 40 | 40 | 47 | 63 | 67 | 72 | 78 | 76 | 74 | 65 | 50 | 51 |
| 1879 | 36 | 45 | 49 | 56 | 62 | 70 | 80 | 75 | 68 | 70 | 57 | 48 |
| 1880 | 44 | 43 | 44 | 54 | 65 | 79 | 78 | 82 | 70 | 59 | 58 | 42 |
| 1881 | 42 | 42 | 46 | 60 | 70 | 70 | 72 | 80 | 80 | 63 | 59 | 49 |
| 1882 | 41 | 41 | 45 | 49 | 60 | 79 | 74 | 82 | 74 | 63 | 62 | 48 |
| 1883 | 40 | 40 | 44 | 49 | 69 | 76 | 75 | 77 | ... | ... | ... | ... |

TABLE II.

ABSOLUTELY LOWEST TEMPERATURE IN EACH MONTH DURING THE LAST TEN YEARS.

| YEAR. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sep. | Oct. | Nov. | Dec. |
|-------|------|------|------|------|------|-------|-------|------|------|------|------|------|
| 1874 | -20° | -15° | -3° | +1° | +29° | 38° | 48° | 47° | 41° | 30° | +6° | -12° |
| 1875 | -10 | -11 | -2 | 18 | 30 | 40 | 49 | 50 | 32 | 28 | -9 | -17 |
| 1876 | -6 | -19 | 0 | 20 | 30 | 41 | 50 | 46 | 39 | 28 | +15 | -15 |
| 1877 | -13 | +6 | +5 | 22 | 33 | 45 | 50 | 54 | 44 | 26 | 20 | +4 |
| 1878 | -15 | +1 | +10 | 28 | 36 | 44 | 48 | 45 | 41 | 27 | 16 | 4 |
| 1879 | -10 | -1 | 0 | 17 | 36 | 37 | 45 | 49 | 42 | 25 | 8 | -17 |
| 1880 | +1 | -7 | -3 | 17 | 31 | 40 | 50 | 45 | 37 | 26 | 3 | 0 |
| 1881 | -4 | -5 | +15 | 13 | 31 | 38 | 49 | 51 | 42 | 24 | 2 | -1 |
| 1882 | -11 | -6 | +8 | 6 | 28 | 41 | 44 | 44 | 37 | 31 | 18 | +5 |
| 1883 | -11 | -10 | -10 | 15 | 32 | 45 | 45 | 45 | ... | ... | ... | ... |

TABLE III.

MEAN MONTHLY TEMPERATURE OF EACH MONTH DURING THE LAST TEN YEARS.

| YEAR. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sep. | Oct. | Nov. | Dec. | Mean for Year. |
|-------|------|------|------|------|------|-------|-------|------|-------|-------|-------|-------|----------------|
| 1874 | 23.7 | 19.1 | 29.1 | 32.2 | 46.1 | 53.2 | 59.1 | 59.2 | 57.0 | 47.4 | 35.4 | 21.6 | 40.26 |
| 1875 | 11.4 | 16.5 | 24.6 | 35.5 | 46.1 | 53.3 | 60.3 | 61.3 | 53.5 | 44.6 | 29.3 | 21.3 | 38.14 |
| 1876 | 18.8 | 20.0 | 26.8 | 36.3 | 44.0 | 55.1 | 61.1 | 59.3 | 53.8 | 44.5 | 36.7 | 18.3 | 39.56 |
| 1877 | 14.1 | 26.0 | 28.3 | 40.2 | 46.1 | 57.5 | 60.3 | 61.9 | 56.3 | 43.4 | 36.9 | 25.7 | 41.39 |
| 1878 | 19.0 | 23.1 | 30.5 | 40.2 | 49.7 | 54.6 | 60.0 | 60.8 | 56.4 | 48.9 | 35.9 | 24.9 | 42.00 |
| 1879 | 17.3 | 20.5 | 28.3 | 35.7 | 46.3 | 52.5 | 58.7 | 58.4 | 54.1 | 47.2 | 33.0 | 20.3 | 39.36 |
| 1880 | 25.0 | 22.1 | 23.0 | 35.8 | 47.0 | 56.8 | 60.3 | 58.8 | 56.0 | 46.8 | 31.4 | 22.4 | 40.45 |
| 1881 | 16.1 | 22.4 | 32.6 | 36.2 | 47.4 | 52.3 | 58.3 | 59.8 | 56.8 | 44.1 | 35.5 | 30.1 | 38.47 |
| 1882 | 12.1 | 21.1 | 27.3 | 32.6 | 43.8 | 55.3 | 58.7 | 58.7 | 55.1 | 47.7 | 33.9 | 22.7 | 39.08 |
| 1883 | 13.4 | 17.7 | 23.1 | 35.5 | 46.4 | 57.3 | 59.0 | 59.8 | | | | | |

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LAST TEN YEARS.

| Oct. | Nov. | Dec. |
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| 64° | 56° | 47° |
| 58 | 47 | 43 |
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| 65 | 50 | 51 |
| 70 | 57 | 48 |
| 59 | 58 | 42 |
| 63 | 59 | 49 |
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LAST TEN YEARS.

| Oct. | Nov. | Dec. |
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| 30° | + 6° | -12° |
| 28 | - 9 | -17 |
| 28 | +15 | -15 |
| 26 | 20 | + 4 |
| 27 | 16 | 4 |
| 25 | 8 | -17 |
| 26 | 3 | 0 |
| 24 | 2 | - 1 |
| 31 | 18 | + 5 |
| ... | ... | ... |

TEN YEARS.

| Dec. | Mean for Year. |
|-------|----------------------|
| 21.6 | 40.26 |
| 21.3 | 38.14 |
| 18.3 | 39.56 |
| 25.7 | 41.39 |
| 24.9 | 42.00 |
| 20.3 | 39.36 |
| 22.4 | 40.45 |
| 30.1 | 38.47 |
| 22.7 | 39.08 |
| | |

TABLE IV.

NUMBER OF DAYS AND NIGHTS IN EACH MONTH WHEN RAIN OR SNOW FELL.

| YEAR. | Jan. | | Feb. | | Mar. | | Apr. | | May. | | June. | | July. | | Aug. | | Sep. | | Oct. | | Nov. | | Dec. | |
|-------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|
| | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. | Days. | Nights. |
| 1874 | 9 | 10 | 8 | 7 | 7 | 8 | 11 | 6 | 5 | 9 | 6 | 13 | 5 | 9 | 6 | 6 | 4 | 7 | 3 | 7 | 4 | 8 | 7 | 9 |
| 1875 | 8 | 11 | 6 | 9 | 5 | 10 | 5 | 7 | 8 | 7 | 8 | 7 | 7 | 6 | 4 | 10 | 7 | 6 | 9 | 7 | 10 | 12 | 5 | 5 |
| 1876 | 13 | 8 | 7 | 8 | 8 | 9 | 8 | 10 | 10 | 11 | 7 | 13 | 7 | 6 | 3 | 2 | 7 | 3 | 9 | 5 | 12 | 8 | 8 | 7 |
| 1877 | 9 | 9 | 5 | 7 | 14 | 13 | 5 | 9 | 4 | 7 | 3 | 9 | 5 | 10 | 9 | 9 | 5 | 9 | 12 | 8 | 9 | 9 | 4 | 4 |
| 1878 | 9 | 10 | 6 | 9 | 10 | 11 | 13 | 13 | 12 | 13 | 4 | 8 | 6 | 6 | 6 | 6 | 5 | 8 | 9 | 9 | 8 | 16 | 8 | 7 |
| 1879 | 9 | 9 | 10 | 10 | 7 | 10 | 10 | 7 | 6 | 9 | 10 | 11 | 6 | 7 | 5 | 8 | 6 | 7 | 7 | 5 | 6 | 12 | 10 | 9 |
| 1880 | 12 | 12 | 9 | 9 | 13 | 10 | 10 | 8 | 7 | 8 | 3 | 6 | 9 | 10 | 5 | 6 | 8 | 11 | 5 | 8 | 8 | 7 | 10 | 7 |
| 1881 | 5 | 8 | 6 | 7 | 7 | 9 | 5 | 7 | 9 | 8 | 6 | 7 | 8 | 9 | 9 | 9 | 7 | 5 | 7 | 8 | 8 | 10 | 9 | 10 |
| 1882 | 12 | 12 | 9 | 13 | 14 | 12 | 10 | 9 | 7 | 6 | 10 | 8 | 12 | 6 | 3 | 4 | 9 | 9 | 5 | 10 | 5 | 7 | 8 | 10 |
| 1883 | 8 | 10 | 6 | 6 | 9 | 11 | 9 | 7 | 12 | 12 | 8 | 10 | 4 | 10 | 3 | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

TABLE V.

RAIN FALL IN INCHES FOR EACH MONTH—SNOW WATER INCLUDED.

| YEAR. | Jan. | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sep. | Oct. | Nov. | Dec. |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1874 | 4.222 | 6.620 | 3.770 | 4.940 | 2.770 | 6.170 | 2.820 | 4.065 | 2.255 | 0.880 | 5.190 | 4.015 |
| 1875 | 4.305 | 6.225 | 3.555 | 2.205 | 3.725 | 4.850 | 4.485 | 3.325 | 3.422 | 3.260 | 5.840 | 1.905 |
| 1876 | 3.690 | 7.460 | 5.860 | 1.720 | 3.360 | 4.005 | 2.510 | 1.330 | 3.300 | 4.980 | 6.898 | 4.645 |
| 1877 | 2.865 | 2.480 | 9.840 | 3.015 | 2.745 | 0.690 | 3.805 | 3.520 | 1.650 | 2.710 | 6.530 | 2.780 |
| 1878 | 3.940 | 2.209 | 7.100 | 3.435 | 2.530 | 1.500 | 3.593 | 4.215 | 4.385 | 2.440 | 5.200 | 4.180 |
| 1879 | 3.355 | 5.170 | 4.033 | 2.805 | 3.330 | 4.090 | 4.305 | 5.225 | 3.605 | 4.215 | 5.020 | 5.030 |
| 1880 | 4.162 | 4.450 | 3.045 | 3.125 | 3.523 | 1.830 | 5.665 | 2.325 | 2.840 | 5.155 | 6.155 | 2.627 |
| 1881 | 3.730 | 3.730 | 5.712 | 2.270 | 6.730 | 3.760 | 4.610 | 4.225 | 3.480 | 4.005 | 3.440 | 5.625 |
| 1882 | 4.620 | 7.240 | 6.265 | 4.345 | 3.145 | 6.655 | 5.724 | 1.890 | 3.388 | 3.555 | 1.915 | 2.435 |
| 1883 | 4.150 | 2.810 | 6.172 | 2.135 | 5.515 | 4.705 | 5.310 | 0.830 | ..... | ..... | ..... | ..... |

SOCIETIES, ASSOCIATIONS, ETC.

| SOCIETIES, etc. | | | PRESIDENT. | SECRETARY. |
|---|--|--|-----------------------|-------------------------|
| Barristers' Society,..... | | | Wm. H. Tuck, vice, | John Black, Treas., |
| Board of Trade,..... | | | T. W. Daniel, | Peter Clinch, |
| St. John Law Society,..... | | | Wm. Jack, Q. C., | G. C. Coster, |
| N. B. Historical Society,..... | | | J. W. Lawrence, | G. H. Lee, |
| St. Andrews Society,..... | | | A. C. Jardine, | James Straton, |
| St. John County Agricultural Society,.... | | | S. S. Hall, | James Barbour, |
| St. John Poultry & Pet Stock Assoc'n, | | | Col. A. Blaine, | H. W. Wilson, |
| Natural History Society,..... | | | LeB. Botsford, M. D., | G. E. Fairweather, Rec. |
| Fish & Game Protection Society,..... | | | J. A. Harding, | G. C. Coster, |
| St. John Typographical Union,..... | | | Wm. Essington, | H. E. Codner, |
| Art Club,..... | | | J. C. Miles, | A. R. Melrose, |
| St. John Cricket Club,..... | | | Simeon Jones, | J. T. Harit, |
| St. Andrews Curling Club,..... | | | Simeon Jones, | Jas. Straton, |
| Thistle Club,..... | | | Jas. Shaw, | R. C. J. Dunn, |
| Young Men's Literary Society, Portland, | | | J. H. McHugh, | Thomas Connors, |
| Young Men's Literary So. of St. Joseph, | | | T. P. O'Regan, | D. J. Gleson, |

SOCIETIES, etc.
 St. Vincent de Paul Society,.....
 St. John Church Missionary Society,.....
 Diocesan Church Society of N. B.,.....
Home Mission Board,.....
 Church of England Institute,.....
 Church of England Ladies' Association,
 Carleton Branch Bible Society,.....
 Evangelical Alliance,.....
 St. John Y. M. C. A.,

PRESIDENT.
 John Nugent,
 L. B. Botsford
 Bishop of Fredericton,
 Rev. Canon Brigstocke,
 do.
 D. W. Clark,
 Jos. Prichard,
 J. E. Irvine,

SECRETARY.
 E. Friel,
 T. W. Dantel,
 G. A. Schofield,
 M. B. Dixon,
 Miss Snyder,
 A. C. A. Salter,
 Rev. Dr. Macrae,
 Joshua Clawson,
 W. A. C. Randall, M. D.,
 John March,
 Mrs. John March,
 T. F. Raymond,
 Charles Ward,
 R. W. Crookshank,
 Rev. Wm. Armstrong,
 Mrs. G. W. Whitney,
 James U. Thomas,

S. D. Berton, Chair,
 Mrs. W. W. Turnbull,
 T. W. Daniel,
 T. W. Daniel,
 D. P. Chisholm,
 D. C. Clinch,
 James Christie, M. D.,
 B. R. Stevenson,
 Wm. Bayard, M. D.,
 W. F. Coleman, M. D.,
 S. Z. Earle,
 M. F. Ritchie,

I. Allen Jack,
 J. Fitzpatrick,
 Alex. Duff,
 W. W. Allen,
 J. W. Daniel, M. D.,
 G. M. Duncan, Bathurst.
 D. J. O'Neil,

SECRET SOCIETIES.

MASONIC.

The Grand Lodge of New Brunswick meets annually at the Masonic Temple in St. John, on the fourth Tuesday in April. The following lodges meet monthly in Masonic Temple, St. John, unless otherwise stated:

Albion, No. 1, 1st Friday.
 Hibernia, No. 3, 2nd Tuesday.
 New Brunswick, No. 22, 2nd Thursday.
 New Brunswick Royal Arch Chap.,
 No. 10, — Registry of Canada, 1st
 Thursday.
 Prov. Grand Lodge of the Royal
 Order of Scotland, 1st Wednesday in
 February, May, August, and November.
 Harington Chap. of Sov. Princes of
 Rose Croix, H. R. D. M., 18° on the
 Registry of the Sup. Council for Canada,
 4th Friday in March, June, September,
 and December.
 Union DeMolay Encampment and
 Priory, Registry of the Grand Conclave
 of England and Wales, and the Colonial
 dependencies of the British Crown, 4th
 Thursday each month.
 Carleton Union, No. 8, 1st Thursday, in
 Masonic Hall, Carleton.
 Union Royal Arch Chapter, No. 84, 4th
 Tuesday, in Carleton.

St. John's, No. 2, 1st Tuesday.
 Union of Portland, No. 10, 3rd Thurs.
 Carleton Royal Arch Chapter, No. 47,
 Registry of Scotland, 3rd Wednesday.
 Encampment of St. John, No. 48,
 Rellig. and Mil. Order of the Temple,
 Registry of the Chap. Gen. of Scotland,
 2nd Wednesday.
 New Brunswick Sov. Consistory, P.
 R. S., on the Registry of the Supreme
 Council of the 32°, 4th Friday in October,
 January, April and July.
 McLeod Moore Conclave, No. 13, of the
 Imp. Eccles. and Mil. Order of Knights of
 the Red Cross of Rome and Constantine,
 4th Thursday.
 St. John Lodge of Perfection, 14°.
 A. & A. S. Rite, on the Registry of the
 Supreme Council for Canada, 4th Friday
 in February, May, August, and November.
 Carleton Council of Royal and Select
 Masters, monthly, in Carleton.

ODD FELLOWS.

The following Lodges meet weekly in Odd Fellows Hall, Union Street, St. John, unless otherwise specified:

Pioneer, No. 9, Friday.
 Peerless, No. 19, Wednesday, in Odd
 Fellows Hall, Portland.
 Millicote Encampment, No. 11, 4th
 Thursday, each month.

Beacon, No. 12, Tuesday.
 Siloam, No. 29, Monday.
 Golden Rule, Thursday, in Carleton.

SECRETARY.
 Daniel,
 Schofield,
 Dixon,
 Ayder,
 Salter,
 Maorae,
 Clawson,
 Randall, M. D.,
 March,
 John March,
 Raymond,
 Ward,
 Crookshank,
 m. Armstrong,
 W. Whitney,
 J. Thomas,

Jack,
 Patrick,
 Buff,
 Allen,
 Daniel, M. D.,
 Duncan, Bathurst,
 Jell,

the Masonic
 following lodges
 stated:

day.
 10, 3rd Thurs.
 chapter, No. 47,
 Wednesday.
 John, No. 48,
 of the Temple,
 en. of Scotland,
 Consistory, P.
 of the Supreme
 day in October,
 e, No. 13, of the
 er of Knights of
 and Constantine,

fection, 14th,
 Registry of the
 ada, 4th Friday
 and November.
 al and Select
 leton.

on Street, St.

Carleton.

ORANGE SOCIETY.

Subordinate Lodges, St. John; nights of meeting:

Verner, No. 1, 1st and 3rd Tuesdays.
 York, No. 3, 1st and 3rd Thursdays.
 Johnston, No. 24, 1st and 3rd Mondays.
 Wellington, No. 21, last Monday, in
 Portland.

Eldon, No. 2, 2nd and 4th Tuesdays.
 True Blue, No. 11, 1st Wednesday, Carl'n.
 Havelock, No. 27, 2nd Monday.

KNIGHTS OF PYTHIAS.

New Brunswick, No. 1, 1st and 3rd
 Wednesdays.
 Union Lodge, No. 2, 3rd and 4th Wed-
 nesdays.

Knights of Pythias Endowment Bank
 —Section No. 4, 1st Wednesday in each
 month.

Lodge Room, Ring's Building, Germain Street, corner of Church Street.

SONS OF TEMPERANCE.

Nights, and places of meeting:

Gurney, No. 5, Market Bld'g, Thursdays.
 Albion, " 14, Market Bld'g, Wednesdays.
 Mariners & Mechanics, No. 38, Brit-
 tain Street.
 Portland, No. 7, Orange Hall, Portland.

Firemen, No. 20, Templars' Hall (Police
 Station), Mondays.
 Granite Rock Division, No. 77, Carle-
 ton, Mondays.
 Harmony, No. 214, Portland, Fridays.

TEMPLARS OF HONOR AND TEMPERANCE.

Victoria, No. 3, Market Bld'g, Tuesdays.
 Alexandria, No. 65, Hamm's Building,
 Indiantown, Thursdays.

Eureka, No. 10, Carleton, Thursdays.
 Phoenix, No. 11, Carleton, Tuesdays.

Saint John Temperance Reform Club—Meetings at Hall, corner Germain and Princess
 Streets, every Monday.

Women's Christian Temperance Union—Mrs. Joseph Hogg, President; Miss Thorne,
 Secretary.

St. Peter's Total Abstinence Relief Society—Rev. Wm. O'Leary, President; Patrick
 F. Tighe, Corresponding Secretary.

St. Aloysius Temperance Association (Portland)—A. T. Moore, President; E. J.
 Doherty, Corresponding Secretary.

St. Patrick's Total Abstinence Society (Carleton)—Timothy Donovan, President;
 James Donahoe, Recording Secretary.

Catholic Total Abstinence Union of New Brunswick—Hon. R. J. Ritchie, Presi-
 dent; P. McGrory, Corresponding Secretary, Portland.

Father Mathew Temperance Association—Thomas Kickham, President; D. J. Jen-
 nings, Corresponding Secretary.

St. John Council of the Royal Arcanum, No. 133—John M. Taylor, Regent; C. H.
 Masters, Secretary.

American Legion of Honor (St. John), Dufferin Council, No. 302—H. J. B. J. Pitts,
 Secretary.

American Legion of Honor, Carleton—Andrew Davis, Secretary.

TRADE, COMMERCE, AND MANUFACTURES.

The advantages of St. John as a trading post were thoroughly appreciated,
 and its possession eagerly sought for by the rival claimants for power in
 Acadia. Its position at the mouth of one of the longest rivers in America,
 and on one of the finest harbors* in the world, rendered it a prize worth striv-

* The description of the harbor on pages 34 and 35 convey an imperfect idea of its extent.
 It is 6,000 feet long from its head to the Intercolonial Railway wharf, at the southern end of
 the city, and 1,270 wide at its narrowest part. Ships or steamers of the largest class can load
 in 25 feet of water, along the harbor face of the wharf. 10,000 tons of steamers and 30,000
 tons of West India craft, or schooners, can load at this wharf at the same time. The whole
 of Courtenay Bay, or as much of it as might be required, could be made into a vast wet or
 dry dock, as deemed most desirable. The bottom is a bed of sand, hard enough to drive
 loaded teams over, and free from rocks. The Intercolonial runs around the east side of the
 city, along the shore of the Bay, on a wharf or pier 4,500 feet in length, and vessels can load
 along the whole length of the wharf if desired.

ing for, and the favorite rendezvous of the fishing and trading vessels of the earlier voyagers. Ever since its discovery and survey by Champlain and DeMonts, the harbor has been the resort of the fleets of all nations. St. John is the fourth largest shipowning port in the world to-day, and claims the proud title of the "Liverpool of British America!" That her claim is not unjustifiable can be seen from the following:

LIST OF VESSELS REGISTERED AT ST. JOHN ON 31st DEC., 1882.

| | Ships. | Barks. | B'ktns. | Brigs. | P'gtns. | Sch'rs. | Woodb'ts. | Sloops. | Ketch. | Strs. |
|------------|--------|---------|---------|--------|---------|---------|-----------|---------|--------|-------|
| Vessels... | 64 | 134 | 10 | 2 | 41 | 270 | 83 | 1 | 1 | 48 |
| Tonnage.. | 85,598 | 109,857 | 5,009 | 582 | 11,947 | 21,993 | 5,069 | 12 | 51 | 5,207 |

Total No. of Vessels, 654. Total Tonnage, 245,325.

The possibilities of St. John as a manufacturing and trade centre are unlimited. Her position on a capacious harbor, open all the year round, within easy reach of all countries which can be approached by water, with an immense fleet of vessels available for the cheap transportation of raw material or manufactures, gives her enormous advantages over all competitors. As a port of discharge and distribution of the produce of the West Indies, Saint John stands unrivalled. On the completion of the Megantic road, in about eighteen months, 14 to 15 hours will put travellers into Montreal, only 440 miles distant.

Statement showing the Number, Tonnage, and Crews of Vessels (Foreign and Coast-wise) arriving at St. John in each year from 1878 to 1882, both inclusive.

| COASTERS. | | | | FOREIGN. | | | |
|-----------|--------|----------|--------|----------|------|-----------|--------|
| YEAR. | NO. | TONNAGE. | CREWS. | YEAR. | NO. | TONNAGE. | CREWS. |
| 1878 | 2117 | 187,839 | 9,746 | 1878 | 1206 | 396,330 | 9,867 |
| 1879 | 1946 | 187,569 | 8,253 | 1879 | 1055 | 376,919 | 9,711 |
| 1880 | 1916 | 176,279 | 8,391 | 1880 | 1424 | 462,880 | 12,337 |
| 1881 | 2110 | 185,348 | 9,033 | 1881 | 1444 | 441,546 | 12,548 |
| 1882 | 2004 | 187,868 | 8,682 | 1882 | 1536 | 493,783 | 14,059 |
| Total, | 10,093 | 954,883 | 44,205 | Total, | 6665 | 2,171,558 | 58,522 |

Our railway communications are being rapidly extended; three lines of railway, in close connection with the railway systems of the United States and Canada, and passing through the finest portions of the Province, centre here, and afford a means of rapid transit for freight and passengers to and from the seaboard.

St. John is the natural seaport of the Dominion. The distance from Liverpool to Montreal, via the Straits of Belleisle and the St. Lawrence River, is 2800 miles, but this route is available only 7 months in the year; and is attended with many dangers; while the distance via St. John and over the Megantic Railway will be but little over 3,200 miles, over a route open at all seasons of the year and entirely free from the difficulties and dangers incident to the more northern route.

The extent of our business is best shown by the following tables exhibiting the exports and imports of the Province during the last five years:—

WHAT WE SELL.

| PRODUCE OF | 1878 | 1879 | 1880 | 1881 | 1882 | Totals. |
|------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| The Mine,..... | \$169,435 | \$157,474 | \$152,168 | \$173,005 | \$146,042 | \$798,024 |
| The Fisheries,..... | 800,445 | 681,124 | 631,746 | 786,400 | 753,251 | 3,652,966 |
| The Forests,..... | 4,561,030 | 4,031,734 | 4,226,429 | 5,739,296 | 5,440,567 | 23,999,056 |
| Animals & their produce, | 147,764 | 123,174 | 227,864 | 219,206 | 344,358 | 1,062,366 |
| Agricultural Products,..... | 39,884 | 191,082 | 93,761 | 173,191 | 256,994 | 760,912 |
| Manufactures, | 520,912 | 149,894 | 444,370 | 249,713 | 491,412 | 1,856,301 |
| Miscellaneous articles,..... | 28,557 | 36,989 | 81,617 | 65,360 | 41,783 | 254,306 |
| Totals,..... | \$6,268,027 | \$5,871,471 | \$5,863,955 | \$6,406,374 | \$7,474,407 | \$31,384,233 |

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DEC., 1882.
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82 Totals.
042 \$798,024
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567 28,999,056
358 1,062,366
994 760,912
412 1,856,301
783 254,306
407 \$31,384,233

WHERE WE SELL.

Exports for the years 1878-1882:—

| COUNTRY. | 1878 | 1879 | 1880 | 1881 | 1882 | Totals. |
|------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Great Britain..... | \$4,191,660 | \$3,214,881 | \$3,107,147 | \$3,265,571 | \$3,754,308 | \$17,536,567 |
| United States..... | 1,519,157 | 1,631,173 | 2,199,958 | 2,334,138 | 2,798,345 | 10,482,771 |
| Newfoundland..... | 3,060 | 3,487 | 5,385 | 1,769 | 18,678 | 32,329 |
| British West Indies..... | 27,101 | 38,822 | 36,862 | 55,402 | 54,451 | 212,438 |
| Spanish West Indies..... | 108,654 | 157,186 | 75,690 | 67,613 | 70,865 | 480,008 |
| Danish West Indies..... | 1,994 | | | | | 1,994 |
| French West Indies..... | | | 1,800 | 18,370 | | 20,170 |
| Hayti..... | 5,898 | | | | 2,611 | 8,509 |
| British Guiana..... | 11,534 | 10,941 | 2,302 | 3,424 | 10,654 | 38,855 |
| St. Pierre, et Miquelon..... | 2,919 | 1,862 | 6,602 | 15,140 | 2,071 | 28,594 |
| South America..... | 12,762 | | 8,798 | 5,479 | 9,806 | 36,845 |
| Central America..... | | | | 1,223 | | 1,223 |
| France..... | 239,377 | 192,618 | 264,398 | 452,718 | 491,541 | 1,640,662 |
| Argentine Republic..... | | | | | 11,178 | 11,178 |
| Germany..... | 31,670 | 4,870 | 16,885 | 13,678 | 2,900 | 70,008 |
| Spain..... | 20,500 | 39,230 | 43,757 | 45,653 | 98,211 | 247,351 |
| Portugal..... | 903 | 9,788 | | | 3,676 | 14,367 |
| Belgium..... | | | 16,885 | | 2,769 | 19,644 |
| Holland..... | 5,038 | | 18,152 | 12,886 | 12,015 | 47,591 |
| Denmark..... | | | | 8,000 | | 8,000 |
| Norway..... | 16,620 | | 23,482 | 11,057 | | 51,159 |
| Gibraltar..... | | | | 72 | | 72 |
| Italy..... | 12,443 | 16,120 | 32,332 | 34,734 | 38,613 | 134,442 |
| Africa..... | 13,556 | 8,240 | 9,640 | 22,025 | 30,804 | 84,265 |
| Canary Islands..... | 2,059 | 5,367 | 8,786 | 6,592 | 8,372 | 26,176 |
| Australia..... | 37,922 | 36,886 | | 30,330 | 57,649 | 162,787 |
| Totals..... | \$6,268,027 | \$5,371,471 | \$5,863,954 | \$6,406,374 | \$7,474,407 | \$31,384,233 |

WHERE WE BUY.

| COUNTRIES. | 1878 | 1879 | 1880 | 1881 | 1882 | Totals. |
|------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Great Britain..... | \$4,037,321 | \$2,491,878 | \$2,082,130 | \$3,290,779 | \$3,234,413 | \$15,136,521 |
| United States..... | 4,213,776 | 2,596,445 | 1,712,952 | 2,250,660 | 2,778,597 | 13,552,430 |
| France..... | 19,335 | 48,853 | 34,456 | 49,199 | 74,112 | 225,955 |
| Germany..... | 24 | 692 | 505 | 2,624 | 8,928 | 12,773 |
| Holland..... | 37,977 | 27,582 | 13,500 | 28,975 | 42,502 | 149,636 |
| Belgium..... | 1,205 | | | | 1,559 | 2,764 |
| Spain..... | 670 | 129 | 70 | 2,156 | 6,360 | 9,384 |
| Portugal..... | 241 | 928 | 1,534 | | 43 | 2,746 |
| British West Indies..... | 130,190 | 147,541 | 134,187 | 250,498 | 408,920 | 1,071,336 |
| Spanish West Indies..... | 20,941 | 18,245 | 8,408 | 107,194 | 93,025 | 247,813 |
| French West Indies..... | 256 | | 369 | | | 725 |
| Dutch West Indies..... | | | | 374 | | 374 |
| British East Indies..... | | | | 16,754 | 45,821 | 62,575 |
| Dutch East Indies..... | | | | | 18,288 | 18,288 |
| British Guiana..... | 7,043 | 3,541 | 6,439 | 4,587 | 70,952 | 92,582 |
| Newfoundland..... | 4,771 | 2,108 | 1,176 | 1,349 | 670 | 10,074 |
| St. Pierre, et Miquelon..... | 13 | 17 | 777 | 976 | | 1,783 |
| Brazil..... | | | | 11,522 | 43,873 | 55,395 |
| Other Countries..... | | | 175 | 225 | 349 | 749 |
| Totals..... | \$3,473,763 | \$5,337,958 | \$3,996,698 | \$6,016,972 | \$6,778,412 | \$30,603,803 |

The Fisheries of New Brunswick are of great importance and value, and the right to fish within a certain distance of the shores cost our neighbor over the border a good round sum. There is scarcely a country under the sun where New Brunswick cured fish are not eaten. Salmon and New Brunswick are synonymous—they are inseparable! About 1,000 men are engaged in the harbor fisheries of St. John alone. Fifty dollars per man is a common result of a night's fishing.

Lumbering has always been a prominent industry of the Province, requiring a large amount of capital, energy and forethought. The total value of the products of the forests of New Brunswick exported from the different ports

JAS. ROBINSON & CO.

MANUFACTURERS AND WHOLESALE DEALERS IN

Boots, Shoes and Slippers,

RUBBER GOODS, LARRIGANS, ETC.

Nos. 23 and 25 Prince William Street,

CHIPMAN'S HILL,

(Next Bank of British North America),

SAINT JOHN, NEW BRUNSWICK.

during the last five years, is shown in the table of exports on page 64. The value of the lumber required for home consumption is very large,—how large it would be impossible to estimate correctly,—about 90 per cent. of the buildings erected in the Province are built entirely of wood. A fair estimate of the quantities cut on the St. John River* and its tributaries may be had from the following:

Table showing the Exportation of Lumber from the Port of St. John from August, 1879, to August, 1883, both years inclusive.

| Date. | Deals. | Deal Ends. | Scantling, Boards, etc. | TIMBER. | | Palings. M. |
|---------|-------------|------------|----------------------------|----------------|----------------|----------------|
| | | | | Hard, Tons. | Pine, Tons. | |
| 1878 | 182,493,334 | 10,763,901 | 38,364,130 | 12,572 | 3,343 | 3,113 |
| 1879 | 191,243,365 | 9,645,827 | 51,164,620 | 15,512 | 2,300 | 8,898 |
| 1880 | 188,539,679 | 10,499,473 | 37,689,119 | 7,547 | 1,364 | 4,040 |
| 1881 | 223,833,503 | 9,835,822 | 38,430,663 | 6,067 | 1,646 | 2,171 |
| 1882 | 207,309,848 | 7,630,004 | 43,523,279 | 8,152 | 3,297 | 1,952 |
| Totals, | 993,419,729 | 48,375,027 | 209,171,811 | 49,850 | 11,950 | 20,174 |

| Date. | Laths, M. | Lath- Wood, Cords. | Shooks, No. | Shingles, M. | Spars, No. | Sleepers, No. | Staves, M. |
|---------|--------------|--------------------------|----------------|-----------------|---------------|------------------|---------------|
| | | | | | | | |
| 1878 | 88,159 | 52 | 170,750 | 1,114 | 521 | | 979 |
| 1879 | 98,281 | 487 | 90,275 | 8,271 | 1,906 | 80,171 | 64 |
| 1880 | 96,596 | 31½ | 172,389 | 16,369 | 1,251 | 22,353 | 203 |
| 1881 | 130,539 | 28 | 122,003 | 15,033 | 764 | 99,365 | 149 |
| 1882 | 129,958 | 17 | 71,207 | 14,643 | 578 | 55,593 | 130 |
| Totals, | 313,533 | 615½ | 626,624 | 55,430 | 5,020 | 257,485 | 1,525 |

* There are about 50 saw mills within a radius of 5 miles of St. John, giving employment to at least 6,000 people.

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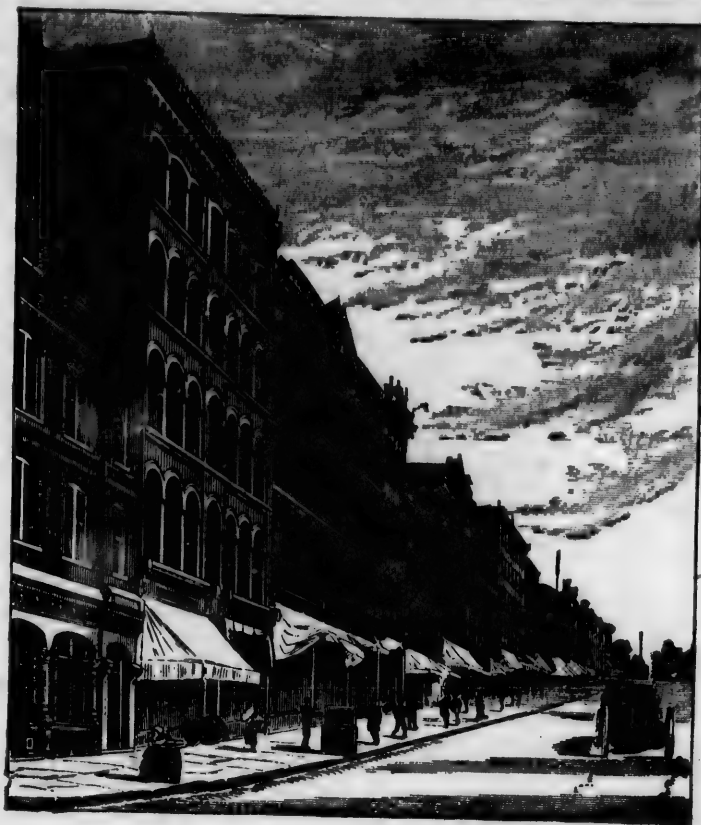
| ne, ns. | Palings. M. |
|------------|----------------|
| 343 | 3,113 |
| 300 | 8,898 |
| 364 | 4,040 |
| 346 | 2,171 |
| 297 | 1,952 |
| 50 | 20,174 |
| rs, M. | Staves, M. |
| 71 | 979 |
| 23 | 64 |
| 5 | 203 |
| 3 | 149 |
| | 130 |
| 5 | 1,525 |

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MANUFACTURING.

That Saint John is an important manufacturing centre can be seen at a glance. Mills, foundries, machine shops, and factories of various kinds are scattered all over the city. The following are some of the leading manufactures of St. John and Portland:—

Biscuits. There are two biscuit factories; one of which employed 40 hands in 1882, paid out \$10,000 for wages, and used 7,059 barrels of flour, 130,619 pounds butter and lard, 108,114 pounds sugar, 21,026 pounds currants,



From a Photograph]

NORTH SIDE KING STREET.

[by Notman.

13,055 dozen eggs, 110,000 feet of lumber for boxes, and made 16,157 new boxes. The other firm employs 6 hands and pays out \$3,120 for wages.

Bakeries. There are 17 other bakeries beside the above, employing about 150 hands.

Clothing. There are two wholesale clothing manufactories in the city, employing 300 hands, paying out about \$30,000 yearly for wages, about \$75,000 yearly for raw material, and their combined products amount to about \$200,000.

Shirts. There are 3 shirt factories in the City—one of which employs 40 hands in the manufacturing and laundry departments. They also have a Mantle department, in which 15 hands are employed, and a Millinery department, in which 10 hands are engaged.

Tailors. There are 48 tailoring establishments, some of which are very extensive, employing about 900 hands and paying out over \$27,000 for wages.

Cotton. Two large factories, one a new one started this year, employ 530 hands, pay out \$292,000 for wages, and use up 2,500,098 pounds raw cotton, costing about \$500,000.

Boots and Shoes. Five firms employ 295 hands, pay out \$119,000 for wages, \$273,000 for material, and turn out \$639,000 worth of goods. *Boot and Shoe Makers*; 63 concerns assist the wholesale manufacturers in supplying the pedal wants of the citizens, and employ about 300 hands at a cost of about \$150,000.



Boot Trees and Lasts. One firm employs 5 hands, and pays out \$5,000 for wages and material.

Boot Heel Stiffeners. One firm uses up a ton of scrap leather weekly, employs 20 hands and makes 30,000 pairs stiffeners annually.

Foundries and Machine Shops. The first foundry erected in New Brunswick was erected in Portland in 1831, by Messrs. Harris & Allan. They made the first importation of pig iron, and cast the first "Franklin" made in the Province. There are 12 iron foundries and machine shops, 3 machine shops, 2 iron knee factories, and 6 iron railing and door makers. The size of the establishments and the classes of manufactures turned out varies considerably. One concern turned out last year 271 coal, 160 platform, 119 box, and 6 passenger cars, complete, ready for running; 4,613 chilled car wheels, beside those required for the cars; and a large number of steel tyred wheels, castings of all descriptions, machinery, etc., etc. In addition, they have a rolling mill with a capacity of 3,500 tons annually, where they turn out iron knees for ships, nail plate, bar iron, etc.

Another firm, besides their general foundry and machine business, manufacture steam engines, locomotives, boilers, etc. They made the first complete

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engine and boiler constructed in the Province; it was in 1836. Stoves, ranges, castings of all kinds, agricultural implements, etc., are turned out by the various foundries and machine shops. There are about 575 hands employed; wages paid, about \$240,000; raw material costs about \$270,000.

Nails, Spikes and Tacks. Three firms, one making nails and spikes, one making horse shoe nails and one making tacks, employ 133 hands, pay out \$41,960 for wages, \$184,000 for materials, use up 60 tons iron daily, and turn out \$395,000 worth of stock annually.

Axes, Edge Tools, Springs and Axles. There are three firms engaged in these branches of iron manufacture; one of them turns out edge tools alone, the other two employ 39 hands, pay out for wages \$16,000, \$40,000 for material and make \$62,000 worth of goods per annum.

Boiler Makers. Two establishments employ 40 hands, pay out \$13,000 for wages and about \$17,000 for materials.

Bolts, Nuts and Screws. One factory employs 40 hands, pays out \$7,800 for wages.

Saws. There are three saw factories in the city. One has added *file making*, and another has a white lead and paint shop in connection. This is a business which is never thoroughly mastered by one mechanic. Each branch of the manufacture requires years of patient application and study, and only skilled mechanics are employed. The number employed here is 25, wages about \$19,000.

Blacksmiths. There are 35 blacksmith shops, some of which employ as many as 15 hands, the average number being about 5, and the total wages about \$70,000.

Miscellaneous Iron-Workers. Two parties are engaged in the manufacture of anchors, another makes augurs, 7 workers in galvanized iron, and one small safe factory complete the list.

Furniture. There are 12 establishments, large and small, engaged in the manufacture of furniture in St. John and Portland, and they turn out as fine goods in this line as can be found anywhere. The four largest employ 120 hands, and pay out about \$45,000 for wages. About 60 hands are employed in the other 8 factories at an average wage of \$20,000.

Spring Beds. One firm employs 20 hands in the manufacture of spring beds, excelsior mattresses, bedding, etc., paying \$4,160 for wages.

Carriages and Sleighs. The business was started in 1820 by one Peterson. Steam was not introduced till 1854. The business has rapidly advanced since then, there being 6 firms, great and small, engaged in it at the present time, and employing over 100 hands, at an annual expenditure of about \$51,000 for wages and \$45,000 for raw materials.

Shipbuilding. A small schooner was built here some time before 1770, by Jonathan Leavitt, one of the first settlers, and named the *Monneguash*, the Indian name of the peninsula on which the city is built. James Simonds commenced a vessel in 1775, but the marauding party from Machias,* (see page 30), burned it. Two vessels were built in the Market Slip a few years after the landing of the Loyalists. Shipbuilding has ever been a leading and favorite industry of the Province generally, and of the city particularly. Formerly a very large proportion of the ships were built under contract for foreign owners and shippers, but of late years the majority of them were for the citizens, and to-day there is an immense fleet of vessels owned in St. John, and manned by her own citizens, sailing to all ports on the globe. There are 10 firms in the business, 2 others build ships' cabins, 8 shipsmiths

* History of St. John.—D. R. JACK.

(referred to under the head of "blacksmiths"), one ship-wheel-maker, 3 iron knee factories—two of which are included in "foundries," one spar-maker, 3 block and pump makers, employing 19 hands, and paying out \$7,600 for wages; 4 sailmakers, 6 riggers, 7 boat builders, and one cordage and oakum factory. The extent of the shipbuilding operations of the Province may be seen from the following

STATEMENT OF THE NEW VESSELS REGISTERED IN NEW BRUNSWICK, AND THEIR TONNAGE, IN EACH YEAR FROM 1825 TO 1882, BOTH YEARS INCLUSIVE:—

| Year. | No. | Tonnage. | Year. | No. | Tonnage. | Year. | No. | Tonnage. | Year. | No. | Tonnage. |
|-------|-----|----------|-------|-----|----------|-------|-----|----------|-------|-----|----------|
| 1825 | 120 | 28,893 | 1840 | 168 | 64,104 | 1855 | 95 | 54,561 | 1869 | 88 | 31,972 |
| 1826 | 130 | 31,620 | 1841 | 119 | 47,140 | 1856 | 129 | 79,907 | 1870 | 88 | 35,599 |
| 1827 | 99 | 21,806 | 1842 | 87 | 22,840 | 1857 | 148 | 71,989 | 1871 | 108 | 33,353 |
| 1828 | 71 | 15,656 | 1843 | 64 | 14,250 | 1858 | 75 | 26,263 | 1872 | 93 | 36,464 |
| 1829 | 64 | 8,450 | 1844 | 87 | 24,543 | 1859 | 93 | 28,330 | 1873 | 104 | 42,701 |
| 1830 | 52 | 9,242 | 1845 | 92 | 28,972 | 1860 | 100 | 41,003 | 1874 | 108 | 40,267 |
| 1831 | 61 | 8,571 | 1846 | 124 | 40,383 | 1861 | 80 | 40,523 | 1875 | 122 | 46,320 |
| 1832 | 70 | 14,081 | 1847 | 115 | 53,373 | 1862 | 90 | 48,719 | 1876 | 79 | 36,309 |
| 1833 | 97 | 17,837 | 1848 | 86 | 22,793 | 1863 | 137 | 85,250 | 1877 | 82 | 35,234 |
| 1834 | 92 | 24,140 | 1849 | 119 | 39,280 | 1864 | 163 | 92,605 | 1878 | 64 | 28,576 |
| 1835 | 97 | 25,796 | 1850 | 86 | 30,356 | 1865 | 148 | 65,474 | 1879 | 83 | 31,154 |
| 1836 | 100 | 29,643 | 1851 | 99 | 49,595 | 1866 | 118 | 45,922 | 1880 | 62 | 17,192 |
| 1837 | 99 | 27,288 | 1852 | 118 | 58,599 | 1867 | No | return. | 1881 | 74 | 22,886 |
| 1838 | 122 | 29,167 | 1853 | 122 | 71,428 | 1868 | 84 | 24,419 | 1882 | 68 | 15,874 |
| 1839 | 164 | 45,864 | 1854 | 135 | 99,426 | | | | | | |

By comparing the foregoing table of the registrations in New Brunswick with the following one showing the number built at and registered in St. John, an estimate of the value of this industry to the city may be easily obtained.

| YEAR. | BUILT AT ST. JOHN. | | REGISTERED, ST. JOHN. | |
|-----------|--------------------|----------|-----------------------|----------|
| | No. | Tonnage. | No. | Tonnage. |
| 1874..... | 66 | 35,899 | 72 | 35,771 |
| 1875..... | 65 | 39,008 | 74 | 39,079 |
| 1876..... | 39 | 24,396 | 45 | 25,361 |
| 1877..... | 42 | 22,932 | 53 | 24,818 |
| 1878..... | 27 | 20,531 | 35 | 22,598 |
| 1879..... | 37 | 20,949 | 45 | 21,234 |
| 1880..... | 33 | 12,726 | 41 | 13,907 |
| 1881..... | 47 | 15,159 | 52 | 16,469 |
| 1882..... | 38 | 11,867 | 45 | 12,576 |
| | 394. | 303,467 | 462 | 211,813 |

The Sash, Door and Blind Factories are faithful barometers of the business of a place. If these are busy, business generally is sure to be brisk and money plenty. There are four large establishments here, employing 81 hands, paying out \$28,000 for wages, and over \$70,000 for raw materials.

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| No. | Tonnage. |
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| 88 | 31,972 |
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| 104 | 42,701 |
| 108 | 40,267 |
| 122 | 46,320 |
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There are 35 *Builders* and a vast army of carpenters to be supplied from these factories. There are 2 *Planing Mills* and 1 *Turning shop* beside the above.

Brushes and Brooms of the finest qualities are manufactured here in large quantities by two firms; one of which employs 50 hands, pays out \$12,000 for wages, \$20,000 for raw material, and manufactures over \$40,000 worth of goods annually.

Soap and Candles. 26 hands are employed by the 6 factories here, receiving \$9,000 for wages, and making 1000 tons soap and candles each year.

Dye Houses. Three dyers help the brush and soap makers to clean things up, paying 22 hands \$8,500 for their assistance.

Confectionery. Ten establishments employ about 100 hands. One of the firms turns out on an average a ton and a half of confectionery weekly. (There are 9 dentists here.)

Soda Water, Etc. Two establishments have 25 hands constantly busy bottling the effervescent, and pay them \$4,600. There are two

Coffee and Spice Mills, in which there are 11 hands employed at an expense of \$4,500 yearly, and \$9,000 worth of raw materials used up.

Harness, Saddles, Etc. There are 9 harness makers, 5 of whom employ 26 hands, and pay \$8,045 for wages. Two *Electroplaters* pay their 8 employees \$2,800. There are 5 *Trunk Factories*, employing about 30 hands and paying out about \$10,000 for wages.

Tanneries. The two tanneries here employ 38 hands, and pay them \$13,000 for wages.

Printing. The business men of St. John realize the value of printers' ink, and they keep 9 job offices busy slinging it out for them, and the most of them do it in good shape. The specimens of Book Binding and Blank Book Manufacturing turned out by the two concerns in the business, would do credit to the best establishments of France or Germany.

Pianos and Organs. Two firms employ 13 hands, and pay them \$10,340. Five hands are employed in a *Vinegar factory*; wages not known. There are 7 *Brass Foundries* in St. John and Portland, four of them are included in "Foundries". Of the others, one of them employs 52 hands, pays out \$17,160 for wages, and \$25,000 for raw material. There are 14 *Plumbers* and *Gasfitters*, and 23 *Tin* and *Coppersmiths* to use up the products of the brass foundries.

Miscellaneous. There is one Brewer, 5 Cigar Makers, 1 Oil Clothing Maker, 6 Coopers, 3 Engravers, 7 Fishing Tackle Manufacturers, 1 Gunsmith, 6 Hatters, 6 Jewelry Manufacturers, 8 Marble and Stonecutters, 1 Match Factory, 5 Saw Filers and Setters, 2 Taxidermists, and 8 Undertakers in St. John and Portland.

The foregoing *resumé* of the manufactures of St. John and its surroundings, will serve to convey a fair idea of the extent and value of her industries.

Whether St. John becomes the "winter port" of the Dominion or not, or whether the Megantic Railway is ever finished or not, (there is but little doubt on this point however, judging from the rapid progress being made now), the future of St. John is assured. The immense tract of country—abounding in agricultural resources, minerals and valuable timber—drained by the St. John River, is almost entirely dependent upon the St. John markets. This section alone is large enough and rich enough to ensure a trade of at least \$20,000,000 per year, and it is still in its infancy, vast tracts of it being in a state of nature; while the various feeders of the Intercolonial and New Bruns-

wick Railways, projected and under construction, will bring every section of the Province right to our doors. There is nothing to hinder St. John from becoming the leading manufacturing and commercial city of British America. Every requisite necessary for the building up of a city are here—cheap labor and skilled mechanics, cheap fuel and an abundance of iron ore, ample facilities for the shipment and handling of freight and for the building and repairing of ships; railway and steamboat lines in every direction, affording uninterrupted communication with the markets of the world at all seasons of the year; and absolute immunity from epidemic and malarial diseases. United, determined and persistent action of the merchants and citizens of St. John is all that is needed to make St. John the *Manchester of America*.



THE PROVINCE OF NEW BRUNSWICK,

One of the eight provinces of the Dominion of Canada, is bounded on the north by the Province of Quebec, the Restigouche River and the Bay Chaleur; on the east by the Gulf of St. Lawrence and Northumberland Straits; on the south by the Province of Nova Scotia and the Bay of Fundy; on the west by the State of Maine and the St. Croix River. It is situated nearly in the centre of the North Temperate Zone; is larger than Belgium and Holland united, and nearly two-thirds as large as England; is 210 miles long and 88 miles wide; has a coast line of about 500 miles, indented with spacious bays and inlets; is intersected in every direction by large navigable rivers; has an area of 17,392,410 acres, 7,455,977 of which are still vacant and open for settlement. Population, 321,233. The country is beautifully diversified by oval-topped hills, ranging from 500 to 800 feet in height, clothed with lofty forest trees almost to their summits, and surrounded by fertile valleys and tablelands. New Brunswick possesses unrivalled attractions for the tourist, the sportsman, the business man, and the farmer. Magnificent scenery, abundance of fish and game, undeveloped mineral, forest and industrial resources and capabilities, free soil, free schools, free churches, and a fine climate, are some of its features. Descriptions of some of the principal towns, etc., will be found in the following pages.

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ALBERT COUNTY.

Albert Mines, a station of the Albert Railway, p 600. The famous Albertite coal was discovered and worked here for a number of years, but the deposit was exhausted and the mines dismantled. The discovery of a new vein on the property of the Old Mine Company is reported. The vein is said to be from five to seven feet thick. There are several saw and grist mills here. Route from St. John G 1, A 1, 105 m, f \$3.15.

Elgin, p 400; terminus of the Elgin Railway, and on the Pollet River. Farming and lumbering. Route, etc., from St. John G 1, C, 80 m, f \$2.40.

Hillsboro, p 600; a station of the Albert Railway, prettily situated on the Petitcodiac River. Extensive gypsum quarries and a large plaster mill. Owing to the heavy duty (29 p. c.) on the ground gypsum imported into the United States, not more than \$2,000 worth is exported from this Province in a year, and none from Nova Scotia, but the shipments of the raw material are immense. Ontario imports \$20,000 worth of ground Nova Scotia gypsum annually from the United States. Route, etc., St. John G 1, A 1, 104 m, f \$3.

Hopewell Cape (or "Cape"), p 650; capital of Albert County; at head of Shepody Bay and mouth of Petitcodiac River; shipbuilding. Route from St. John G 1, A 1, 112 m, f \$3.36.

Hopewell Corner, terminus of Albert Railway, on Shepody Bay. Carriage and furniture factories, saw mills, etc. Route from St. John G 1, A 1, 121 m, f \$3.63.

CARLETON COUNTY.

Woodstock, the capital of Carleton County, beautifully situated on the west bank of the St. John River, at the mouth of the Meduxnieag, is the most energetic and enterprising town in Northern New Brunswick. It has been so frequently destroyed by fire that it resembles an *ignis-fatuus*—here one minute and gone the next. It is a veritable Phoenix, however, improves every time. Saw mills, grist mills, foundries, factories of various kinds, machine shops, etc., when burned are immediately rebuilt. Insurance companies will have to seek another safety valve for their surplus capital to escape through, as Woodstock has got tired of fire, and intends to try the effects of a good water supply. The head offices, shops, etc., of the New Brunswick Railway are located here. Extensive and peculiarly valuable deposits of iron ore are being worked a few miles above Woodstock. The iron is very hard and durable and makes an excellent tough steel. Steamers run to Grand Falls during high water—spring and fall. Route from St. John (1), J 2, J 7, 136 m, f \$3; (2) J 2, D 1, J 11, 131 m, f \$3.53; (3) Sn, J 11, 147 m, f \$2.50.

CHARLOTTE COUNTY.

Campobello Island, a mile and a half from Eastport, Me., is rapidly advancing into favorable repute as a Summer Resort, not through any particular beauty or attractiveness of the island itself, but because of its surroundings and the opportunities which its location affords for a variety of enjoyable excursions. The rough, befogged Bay of Fundy on the one side, Passamaquoddy Bay, dotted with islands, and sparkling in the sunlight, on the other, are in striking contrast. The most misanthropic of mortals could not spend a summer on the sunny side of Campobello without great danger of falling in love—with Dame Nature. A sail boat carries passengers from Eastport to the Island. Routes—from St. John Si, 62 m, f \$1.50; from St. Andrews Sn, 13 m, f 50c.; from Boston Si, 300 m, f \$7.50 return; or (2) Eastern, Maine Central and New Brunswick Railways (J) to St. Andrews, and Sn, thence.

Grand Manan, an island in the Bay of Fundy, 9 m from the coast of Maine and inside of the Canadian boundary line is unsurpassed for grand and rugged coast scenery—far exceeding Mt. Desert in this respect. The towering cliffs rise in sheer ascent three or four hundred feet from the surf-beaten base, at one point stratified with geometric lines of perfect masonry, at others displaying the richest hues. The wave-worn rocks take on strange shapes—the Old Maid, the Bishop, the Southern Cross, etc., are striking examples. There are no harbors or landing-places along the whole western shore—20 miles of massive rocks—but on the eastern side there are several small ones, with wharves and landings. The Island has been a favorite resort for several years, and is destined in the near future to assume even greater prominence as a summer resort, for in many respects it is unequalled, *all that is lacking is a good hotel*. There are numerous ponds and brooks on the Island, which afford fair trout fishing and a few deer are to be found in the woods. The Island is covered with valuable timber, and has excellent facilities for shipbuilding; but cod, haddock, and herring fishing constitute the chief employment of the inhabitants. The fishing around the Island is often more profitable than on the banks of Newfoundland, and whales are very plentiful at times. A cable connects the Island with the main land, and steamer connection is had with Eastport, Campobello, St. Andrews, St. John, etc. Steamer runs from St. John direct, Sl, 78 m, f \$2.25.

Lepreaux, a small station on the Grand Southern Railway. Explorations and borings for anthracite coal have been made here for several years, but without definite results. Thin veins or layers of first-class anthracite have been found at different places, but, like "buried treasure," it disappears as soon as a word is spoken. The indications are encouraging. *Point Lepreaux*, a bold, rugged promontory, on which is a lighthouse with two powerful fixed lights, a fog horn, and a storm signal telegraph station. Vessels passing up or down the Bay of Fundy are signalled here, and reported at the Custom House, St. John. Weather reports are sent twice daily also. There is fine trout fishing in the Lepreaux River; from St. John E 1, 24 m, f 84c.

L'Etete, a small town on one of the West Isles in L'Etete Passage—a narrow channel through which the tide enters into Passamaquoddy Bay. The *West Isles* are all more or less mineralized; silver and copper abound, but the deposits, or veins, have never been properly developed, all that is needed is cash and energy. Reached from St. George.

St. Andrews has long been noted as one of the finest health resorts in North America; and a summer spent amidst its delightful scenery—sailing on beautiful Passamaquoddy Bay, picnicing on the adjacent islands, roaming the forests in search of game, climbing Chamcook Mount, from whose "glacial rounded top" a view may be had which recalls recollections of the Bay of Naples as seen from Mt. Vesuvius—breathing the clear, pure air, is a *sure cure for hypochondria and hay fever*. Mere existence at St. Andrews is a delight; but one can't keep still, the air is so exhilarating. St. Andrews is one of the best fishing stations of New Brunswick; the capital of Charlotte County; terminus of the New Brunswick Railway; is well and regularly laid out—its buildings are poor and sadly in need of paint, but this defect will soon be remedied—and noted for the excellent quality of its turnips. From St. John J 2, J 4, 129 m, f \$3; or Si and Sh, or Sl and Sh, 75 m, f \$1.75; from Boston, by Eastern, Maine Central and New Brunswick Railways, or International Steamers (Si), to Eastport and Steamer (Sh) from there. Daily communication with Campobello—another Eastern Province Summer Resort—via Eastport, Me., 15 miles distant.

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St. George, a station of the Grand Southern Railway, on the Magaguadavic River (river of hills), 4 m from its mouth, and at the head of the tide, is noted for its red granite and beautiful falls. The river is compressed into a gorge 30 feet wide, and falls 100 feet in five successive steps. There are four large saw mills here and as many more at *Upper Mills*, 9 m above. The lumber shipments from St. George have been very large. Silver, lead and copper are found in the neighborhood, but as yet not in sufficient quantity to pay for working, although there is no doubt but that these minerals do exist in large quantities. The whole country from the St. John to the St. Croix, is more or less seamed with metallic veins. *Lake Utopia*, a mile from St. George, is picturesquely situated in a deep and sheltered depression, among forest-covered hills: it is 6 miles long, from 1 to 2 miles wide, and abounds with silver-gray trout of large size, and very “gamey.” A monster, half fish, half snake, or half animal, is said to inhabit this Lake. Whether its existence is a reality, or merely a “fish story,” evolved out of the disordered imaginations peculiar to fishermen, is a disputed point. The train will stop at the Lake for passengers to get on or off. Trout are plentiful in the Magaguadavic River, and game can be found in abundance. The river runs through an almost unbroken wilderness for a distance of nearly 80 miles. St. George offers great inducements to capitalists to start new industries there — a magnificent water-power and freedom from taxation for a number of years. Route from St. John E 1, 47 m, f \$1.50.

St. Stephen, the terminus of the New Brunswick and Grand Southern Railways, and at the head of navigation on the St. Croix River — the boundary between Maine and New Brunswick — is the liveliest town in western New Brunswick. Owing to the intimate business and social relations which exist between it and Calais, on the opposite side of the river, it resembles a Yankee town very much. A toll bridge connects the two places. It is lighted with gas imported from Calais; whether it pays any duty on it or not is uncertain. Lumber manufacturing and shipping is the principal business, but a large general trade is done also. *Millettown*, two miles up the river, contains 18 saw mills, edge tool and saw factories, and a large cotton mill, employing about 400 hands. Steamers (Sh) run daily between Calais, St. Andrews, N. B., and Eastport, Me., connecting with Si route from St. John, J2, J6, 120 m, f \$2.50; or (3) Si., Sh, 90 m, f \$1.75.

GLOUCESTER COUNTY.

Bathurst, the capital of the county, is beautifully situated upon two points of land connected by a bridge, and commands a picturesque view of Bathurst Bay. The Nepisiguit River, famous for its salmon fishing, empties into the Bay Chaleur near here.

Bathurst Village, or St. Peters, a suburb of Bathurst, with which it is connected by a bridge, contains two large saw mills. The I. C. R. Station is about half-a-mile from St. Peters, and one and a half miles from Bathurst. Immense quantities of frozen salmon are shipped to the U. S. every year. Bathurst is a port of entry and does a large general trade. Route from St. John, G 1, G 7, 211 m, f \$4.95; coach from Station, 25c.

Nepisiguit, a small town 3 miles from Bathurst, on the *Nepisiguit River*, the fisherman's elysium, (under lease to John W. Nicholson, Esq., of St. John, from whom fishing permits may be obtained). The view at *Grand Falls*, 20 miles up the river, is one of the grandest in these Provinces. The river comes tumbling down over four rocky precipices, or steps, into a deep, dark pool,

whose over-hanging sides, reeking with spray, and covered with foliage, seem as if about to totter over into the depths beneath. The total fall is about 140 feet, and is an effectual barrier to the further upward progress of the salmon, large numbers of which congregate in the pool at the foot of the falls. *Nepisiguit Lake*, the source of the river, is a beautiful sheet of water, abounding in trout of large size. Reached from *Andover*, via *Tobique River*, or by following up the *Nepisiguit* on a good carriage road.

Shippegan, p. 1500; on a harbor of the same name and opposite *Shippegan Island*; is the rendezvous of the fishing fleets which frequent the *Bay Chaleur*, and was brought prominently into notice some years ago as the point of departure of a trans-atlantic short-line of steamers in connection with the *Inter-colonial Railway*—being 148 miles nearer *Liverpool*, and 271 miles nearer *Montreal* than *Halifax* is. For some reasons the project was abandoned and *Shippegan* remains an *Acadian* settlement. Stage from *Bathurst*, 60 miles.

Tracadie, p. 1500; an *Acadian* settlement on the *Gulf of St. Lawrence*. Leprosy was introduced here during the last century by the crew of a French vessel which was wrecked on the coast, and the disease has been perpetuated by intermarriage with infected families. A lazaretto for the reception of the unfortunate victims of the disease is established here; reached from *Newcastle*, *Northumberland County*, 52 miles.

KENT COUNTY.

Buctouche, on the *Buctouche River*, p. 700; shipbuilding, fishing, lumbering and farming; contains several mills and tanneries; *Buctouche oysters* are famous. Route from *St. John G 1*, *G 2*, to *Shediac* and Stage *10, thence.

Cocaigne, on the *Cocaigne River*, p. 1,000; an *Acadian* settlement on the *Cocaigne River*; fish and oysters, lumbering and farming; same route as to *Buctouche*.

Richibucto, capital of *Kent County*, near mouth of *Richibucto River*, has a very large lumber and fish trade; the exports of canned lobsters during the season of 1882 were 11,917 cases, valued at \$711,142. Shipbuilding is largely engaged in; p. 1,000. Route from *St. John G 1*, *G 7*, to *Weldford* 126 m, f \$3.57; and Stage *11 thence, 24 miles. The *Kent Northern Railway*, between *Weldford* and *Richibucto*, is nearly completed, and will be opened soon.

KING'S COUNTY.

Barnesville, p. 300; saw and grist mills, tannery and carriage factory; good farming country. The *St. John* and *Northwestern Railway* will intersect the *St. Martin's* and *Upham (M)* at this point; Route from *St John G 1*, *M 1*, 34 miles, f \$1.02.

Clifton, on the North bank of the *Kennebecasis River*, p. 400; shipbuilding and strawberries; from 2,000 to 5,000 quarts of the latter are shipped daily during the season, principally to *U. S.* Beautiful scenery and a first-class place for a summer resort. Route from *St. John G 1* to *Rothsay*, 9 m, f 27c. and Stage *6, 6 m, f 20c. ferry 10c.

Hampton Station, p. 500; county town of *Kings*, and a favorite summer residence of many of the citizens of *St. John*. *Hampton Village*, one mile from the Station, on the *Kennebecasis River*, is the place usually referred to when speaking of *Hampton*. The Court House and Jail, and many fine residences are at the station, but the village is the objective point for visitors. There is a large match factory here, the only one in the Province. Route from *St. John G 1*, 22 m, f 66c.

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Markhamville. Extensive manganese mines, which have been worked continuously for over 25 years, and produce ore valued at from \$16 to \$100 per ton. Route from St. John, G 1 to Sussex, Stage thence, 11 m.

Oak Point, a small landing on the St. John River, 30 miles from St. John—splendid trout fishing in lakes 4 to 6 miles from the village. Sn, So, or Sp, f 50c.

Penobscuis, p. 500. Although materials for the manufacture of paper and paper pulp are plentiful in all parts of these Provinces, and although immense quantities of paper are constantly being used, *there is but one pulp mill, and but one paper mill, in the Eastern Provinces*; they are located here, but are of small capacity, and turn out only the coarsest grades—for wrapping, bags, etc! A chance for capitalists. There is good trout fishing in the mill pond and stream. Route from St. John, G 1, 51 m, f \$1.53.

Rothsay, on the shore of the beautiful Kennebecasis River (*Can-e-be-kas-hus* the hoodlums call it), admitted by sporting men to be the finest race-course in the world. Route from St. John, G 1, 9 m, f 27c. It is one of the prettiest places on the Intercolonial Railway, and the home of many of St. John's solid men. With excellent facilities for boating and bathing, fine scenery, pleasant drives, and freedom from fogs, it should have more than a local favor as a summer resort.

Sussex, p. 2,000; a pleasant, thriving, enterprising town, in the centre of the best cultivated section of the Province. Beautiful scenery, fish and game in abundance within easy reach, good roads in every direction, fair hotel accommodations and a fine climate; shoe, furniture and carriage factories, tanneries, salt spring and manganese mines (see Markhamville) are some of its attractions and industries; ships 130,000 gallons of milk to St. John yearly. G 1, 44 m, f \$1.32 from St. John.

Westfield, a station of the N. B. Railway on the St. John River, at the foot of "Long Reach," is one of the most attractive and convenient places for a summer resort to be found anywhere in this Province. The views from the station, or from the hills behind the village are superb. The broad, straight expanse of "the Reach" and Belleisle Bay to the eastward as far as the eye can reach; Grand Bay, South Bay, Kennebecasis Bay and the river to the Narrows, at *Green Head* (see view) on the south; and the valley of the Nerepis on the north, present a variety of river scenery, which for beauty and extent cannot be surpassed. Lofty hills clothed with forests from base to summit, bare, bleak, rugged knolls, broad intervalles, rocky precipices, neat farm houses and churches, and the blue waters of the river and bays dotted here and there with white-winged vessels, combine to form a picture of great beauty, which has only to be seen to be appreciated. Good trout fishing and plenty of game may be had in the neighbourhood. It is only an hour's ride by rail or steamer from St. John—two steamers and five trains, each way, daily; fare by rail (J 2,) 15 m, 48c.; by Steamer Sn, So, or Sp, 14 m, 25c.

MADAWASKA COUNTY.

Edmundston, (or Little Falls, or Madawaska, as you please), the capital of the county and the northern terminus of the N. B. Railway, situated at the confluence of the Madawaska and St. John rivers, boasts of little except its scenery to interest the stranger. Viewed from Block House Hill, on the lower side of the Madawaska, Edmundston presents a lovely picture. The views from the town and neighbouring hills are superb—on one side rugged and picturesque, on the other clothed with a mellow beauty which gives the scene an almost tropical aspect. Edmundston contains several saw, grist and carding mills, but its chief claim consists in its being the headquarters of the great fishing trips of the Upper St. John. On the opposite side of the river is

the American village of Madawaska, containing 1200 inhabitants. Edmundston is the centre of the Acadian settlements which extend from the Grand Falls to the mouth of the St. Francis, and up the Madawaska to Temiscouta Lake, in the Province of Quebec. This people are descended from French Colonists who lived on the shores of the Bay of Fundy and the Basin of Minas in the middle of the 18th century. When the edict of expulsion was carried into effect in 1755, many of the Acadians took refuge in New Brunswick (see page 29). Some of them settled at St. John for a few years, but they deserted that point or were driven away, and founded the City of Fredericton. They were driven away from there by the Loyalists in 1783-5, when they moved to this region. After the Boundary Disputes of 1839 were settled they found their settlement divided, half of the villages being on Canadian Territory, the remainder in the U.S. (It is proposed to annex Maine to New Brunswick, or *vice versa*, in order to reunite these people under one Government). "They are courteous, with a politeness that is never servile, unshaken in their faith in the Church and its teachings, giving freely while they live of their substance for religion and charity, and, dying, never forget to provide for masses to be said for the repose of their souls. So primitive are all the domestic appointments, that, were it not for the telegraph lines and the railway track, one would almost think he had been transported back to his grandfather's days." From St. John, J 2, J 7, J 13, 248 m, f \$7.05; (2) J 2, D 1, J 11, J 13, 243 m, f \$8.23; (3) Sn, J 11, J 13, 259 m, f \$6.20; from Boston, all rail, 536 m. The Madawaska River is a large and beautiful stream, 30 miles long, and the outlet of Lake Temiscouta. The soil in the Madawaska Valley is very rich and fertile, fully equal to that of the famous Aroostook. It is thickly settled. The river abounds with trout.

NORTHUMBERLAND COUNTY.

Bay du Vin, on a river and harbor of the same name. As soon as the river opens in the Spring salmon appear in great numbers. When the salmon season is over mackerel and bass are hooked in large quantities, and sold in a fresh state to Western buyers at a big price. The run of these fish scarcely ceases when the raking of oysters is begun and kept up till the river freezes, and then smelt are taken by the ton throughout the Winter; reached by stage or steamer from Chatham, 20 m.

Chatham, on the right bank of the Miramichi River, 12 m from its mouth, is the largest and most enterprising town on the North Shore of the Province; contains many fine large buildings; is lighted with gas. Business is brisk and money plenty. Lumbering, shipbuilding and fishing are the principal occupations. Lumber is king, millions of feet of lumber being exported annually, but the fish trade is also very large. There are several foundries, saw mills, machine shops and tanneries in the place; p 6,000. Steamers run between Chatham and Newcastle, 6 m; Indiantown, 26 m; and to Bay du Vin, 25 m. A branch railway (B), 6 m long, connects the town with the I. C. R., at Chatham Junction. Route from St. John, G 1, G 7, B, 173 m, f \$4.50.

Newcastle, (or Miramichi), a station of the Intercolonial Railway, on Miramichi River, at the head of deep water navigation, is a veritable sportsman's paradise, and the capital of the County. The Miramichi is navigable to this point for vessels of the largest class. It is said to be 200 miles long, but this is not a modicum of its length. There are two large branches—the North-west and the South-west, (see map), each with branches innumerable—all of which are the resort of countless myriads of fish. About 100 tons of salmon are caught in the waters of the Miramichi River every year. As for

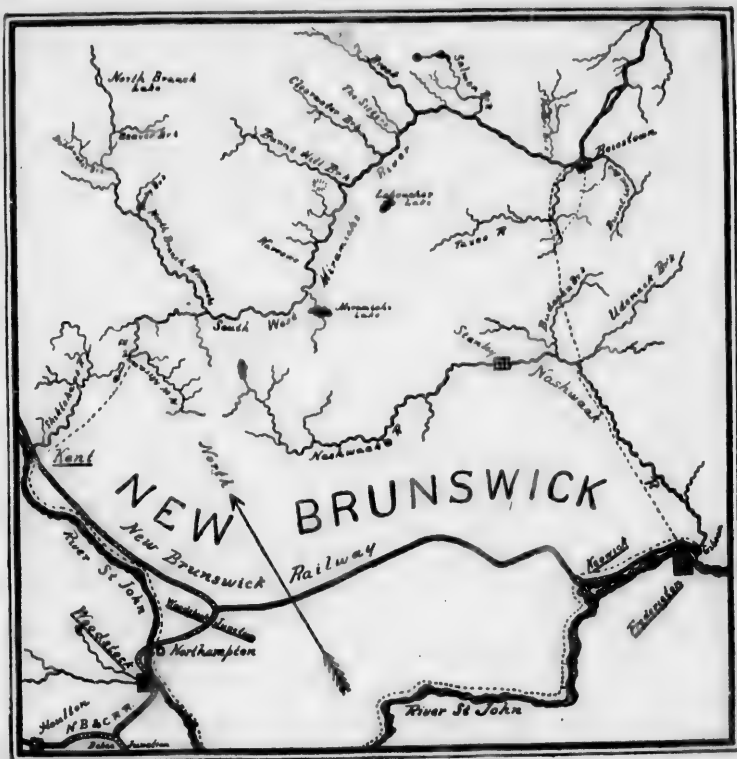
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trout, they are as plenty as flies around a syrup cask. The favorite fishing grounds for salmon begin at a point nearly 100 miles from its mouth, and are reached by stage, *12, from Newcastle to Boiestown, 60 m; from Fredericton, *12, or by team from Kent Station, on the N. B. Railway, J 13. The I. C. R. crosses the river a short distance above the town, on two handsome bridges, which, with their approaches, cost over \$3,000,000. A ferry steamer makes 7 trips each way, daily, between Chatham and Newcastle. Route from St. John, G 1, G 7, 167 m, f \$4.27. Shipbuilding is engaged in extensively also. Newcastle was almost entirely destroyed by the great fire which devastated the



MAP OF THE SOUTH WEST MIRAMICHI RIVER.
Railway and Telegraph Stations: thus:— Kent

country in Oct. 1825. Not one uninjured house was left in the place; hundreds were burned to death, suffocated by the smoke, or drowned in the river, to which they had fled for safety. The water became so hot that large salmon and other fish leaped on shore, and were afterwards found lying in heaps along the banks of the river.

Tabusintac, at the mouth of the Tabusintac River, 30 miles from Newcastle, reached by stage, is another favorite resort for sportsmen for sea trout, ducks, geese, etc.

QUEENS COUNTY.

Coal Mines, on Salmon River, at the head of Grand Lade, offers great inducements to capitalists. There are immense beds of bituminous coal here, waiting for energy and capital to develop them. A ship load of coal was taken to Boston from here in 1643. These coal fields were the first discovered in America. Route from St. John, So, 77 m, f \$1.00.

Gagetown, capital of Queen's County; p 500; prettily situated on the right bank of the St. John River, 50 miles from its mouth, and opposite the mouth of the Jemseg. Surrounded by a fine farming country, of which it is the principal outpost. A fort mounting 18 guns was built at the mouth of the Jemseg, 1660-1670. It was the capital of Acadia under Villebon in 1692, and was captured and plundered by a Flemish Corsair in 1674. Route from St. John, Sn, So, or Sp, f 75c.

RESTIGOUCHE COUNTY.

Campbellton, the northernmost town in the Province, but by no means the last place to go to, being beautifully situated at the head of steamer navigation on the Restigouche River, 16 m from its mouth, and surrounded by unrivalled attractions for the artist and sportsman. *The Restigouche* is one of the finest salmon rivers on the globe, and has long been a favorite resort for sportsmen from all parts of the civilized world. "Fishing on the Restigouche" means headquarters at Metapedia, a station on the I. C. R., 13 miles above Campbellton, at the mouth of the Metapedia River, a tributary of the Restigouche. The Metapedia Club, an association of New Yorkers, own a house, and hold a fishing lease on the river. "Dan Fraser" can accommodate all who come; and, as he owns several of the best pools, and is thoroughly *au fait* in everything pertaining to salmon fishing, parties intending to go there should apply at an early date for guides, canoes, etc. It can be reached from *Boston* in about 35 hours, via *St. John*; fare, all rail, about \$25; return, by steamer, about \$22; from St. John, G 1, G 7, 287 m, f \$6.22.

The Restigouche is the boundary line, for 70 miles, between New Brunswick and Quebec. The wild grandeur of the scenery is beyond description. Steamers run from Campbellton to Gaspe during the summer; stages in the winter. A railway is projected to Gaspe, 100 m. Route from St. John, G 1, G 7, 274 m, f \$5.97.

Dalhousie, the capital of the County, at the head of Bay Chaleur and mouth of the famous Restigouche, with a fine harbor, grand scenery, an extensive salmon, lobster and lumber trade, and a first-class hotel, newly opened; will, as soon as the branch railway from the station [6 m] is completed, become one of the liveliest and most enjoyable places on the North Shore. Route from St. John, G 1, G 7, 266 m, f \$5.86. Coach from the station to the town 50c.

ST. JOHN COUNTY.

Loch Lomond, a favorite *summer resort* on a lake of the same name; 11 miles from St. John. The scenery is very fine—a magnificent view is to be had from the top of *Ben Lomond Mount*. There are three lakes in the Loch Lomond chain, and numerous other lakes and streams near by, in all of which trout of large size abound. Woodcock, partridge, snipe and duck are plentiful; and first-class board at reasonable rates may be obtained. A railway is projected from St. John, to connect with the St. Martins and Upham Railway (M) at Barnesville, which, if built, will add very much to the attractiveness of this resort. Team, or stage *2 or *3, from St. John, 11 m, f 50c.

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Mispec, p 250; on the Bay of Fundy, at the mouth of the Mispec River and amidst scenery which would drive a painter mad with delight, possesses a water power of sufficient force to drive every mill and factory in New Brunswick, if properly utilized; but the only use made of it is to drive a small woollen mill and a saw mill. The river for 5 or 6 miles above the village presents a series of delightful views — falls, rapids, perpendicular cliffs, deep gullies, or flat intervals — which are unequalled. Dams for the storage of water could be built at different points along the stream and at slight cost; but don't attempt to go up it if you are given to profanity, for it, like Jordan, is a hard road to travel. Very good fishing may be had the whole length of the stream, from Mispec to Loch Lomond, of which it is the outlet. A pot of gold was found on the beach near here a few years ago. It had been buried in the bank but was washed out by the surf. It is supposed to have been buried by the famous and ubiquitous "Capt. Kidd," who had banks of deposit from Greenland to South America. Stage *1, from St. John 10 m, f 50c.

Musquash, a station on the Grand Southern Railway, at the mouth of the Musquash River, on the Bay of Fundy, possesses a fine harbor, 2 miles long and very deep. "A French war vessel was driven in here some 200 years ago and destroyed by a British cruiser." There are several large saw mills here, and a good vein of argentiferous galena, partly developed; route from St. John E 1, 15 m, f 50c.

St. Martins, p 2,500; a beautiful little watering place on the Bay of Fundy, and one of the principal shipbuilding towns in the Province. Coal shale was discovered here a year ago, and prospecting for the vein has been engaged in to some extent since then, but with no decisive results. A manganese mine is being worked near here. The harbor is very beautiful — "Bay of Naples" its admirers call it, — the shores are bold and picturesque, lofty cliffs of red sandstone, with strangely distorted strata, give a peculiarly attractive appearance to the scene. Excellent facilities for bathing, a fine climate, easily accessible, and first-class hotel accommodation in the near future are some of its desirable features; route from St. John, G 1, M 1, 53 m, f \$1.35; or (2) *2, 30 m, f \$1.50.

SUNBURY COUNTY.

Maugerville, site of the first English settlement on the St. John River. Established in 1763 by families from Massachusetts and Connecticut, and had over 100 families in 1775. These people were in active sympathy with the Revolutionary party, all but 12 of them signing a resolution favoring support. It is a quiet little village of about 400 inhabitants. Route from St. John, Sn, 70 m, f \$1.

Oromocto, a pretty little town on the west bank of the St. John River, at the mouth of the Oromocto River, contains several saw mills and ship yards. It was a favorite camping ground of the Indians, who had a large cemetery near here. A fort was built here by the whites as a defence against the Indians about the year 1775. Oromocto was formerly the capital of the County, but the County seat was removed to Burton some years ago. Route from St. John, Sn, 73 m, f \$1, or (2) J 2, D 1, to *Waasis*, 6 m from there.

The Oromocto River is navigable for vessels drawing 8 feet of water for 20 miles from its mouth. It rises in two large lakes, the North and South Branch Lakes.

Oromocto Lakes — *North Branch*, 8 m from Harvey, a station on the New Brunswick Railway (J 2). Lake is 12 m long and 3 wide, abounds with trout of the largest size and good sport may be expected. Bears, ducks, and other game are plentiful. Boats on lake. Write to George Woods, Harvey Settlement, York County, N. B.

South Branch, 10 m from Gaspereaux Station (J 2) Lake 6 m long and 1 mile wide. Fish average a pound each. Boats on Lake. Several good lakes within easy reach. Write John Allen, Scott's Way Office. Gaspereaux, N. B.

Sheffield, p 600; on the St. John River, and in the "Garden of New Brunswick;" seat of Sheffield Academy, one of the best educational institutions in the Province. Route from St. John, Sn, 64 m, f \$1.

Burton, a pretty village on the St. John River, 18 m below Fredericton. It is the capital of the County; splendid farming country. Route from St. John, Sn, 66 m, f \$1.

VICTORIA COUNTY.

Andover, or Tobique, p 450; a station on the New Brunswick Railway (J 13), on the west bank of the St. John River, 57 miles above Woodstock, and nearly opposite the mouth of the Tobique River. It is a pretty, straggling village, built along the river bank for about a mile; contains saw, shingle, grist and plaster mills, furniture factory, tanneries, and several stores, and before the railway was built, the source of supply for the lumber camps. Route from St. John, J 4, J 7, J 13, 185 m, f \$5.10; (2) J 2, D 1, J 11, J 13, 168 m, f \$5.33; (3) Sn, J 11, J 13, 181 m, f \$4.30. *Indian Village* (p 200) is directly opposite, and picturesquely situated on a bluff at the confluence of the two rivers. The village contains a representation of the crucifixion, — a curious looking structure of wood well worthy of a visit of inspection. The Indians belong to the Milicite tribe: "a few simple, men and women, without a single trace of the long-faded glory of their nation, they live in this lovely spot in wretched imitation of civilized life; good trusty guides are the men, strong and active in their canoes, wonderfully adept with the salmon spear, but everything like romance is as completely gone as though it had never existed."

The Tobique River (see map) is said by some travellers to be the most picturesque river in America. The scenery is very romantic for the first 11 miles. One mile above the mouth commences the rapids of the "Narrows" — a winding canon, 1 mile long, 150 feet wide, with perpendicular cliffs from 50 to 130 feet high. In midsummer the water forms a succession of black fathomless pools, with short rapids between them; at times of freshet the river surges and rushes with great impetuosity, the projecting crags causing violent whirlpools, rendering passage by canoes * impossible. Hundreds of rafts of timber are run through here every year, — a dangerous and exciting trip, requiring great skill and daring. Above the Narrows there is a long stretch of smooth but rapid water. In the next 10 miles there are two more rapids, and above them an unbroken stretch of clear, deep water for 70 miles, with occasional settlements along the banks. The river is filled with beautiful islands, with extensive intervals along the banks, whose soil is so extremely fertile that vegetation obtains an almost tropical luxuriance. Eighty miles from the mouth are the "Forks," where four streams come together. Following the left centre branch, or Little Tobique River—the best for trout, we arrive at Nictor or Tobique Lake, the head waters of this branch. The transition from the close confinement of the forest and the narrow river into this broad and beautiful expanse of gleaming water is most exhilarating. Mountains enclose it on every side, and close to its southern side "Bald Mountain" lifts its massive

* The canoes are propelled by poles ten feet long. If there is one canoe man, he stands in the stern of the canoe, and shoves it along with his pole. The French and Indian guides are very expert, and will force a loaded canoe up a foaming rapid with comparative ease, seldom losing their balance, and never upsetting their frail craft, except through gross carelessness.

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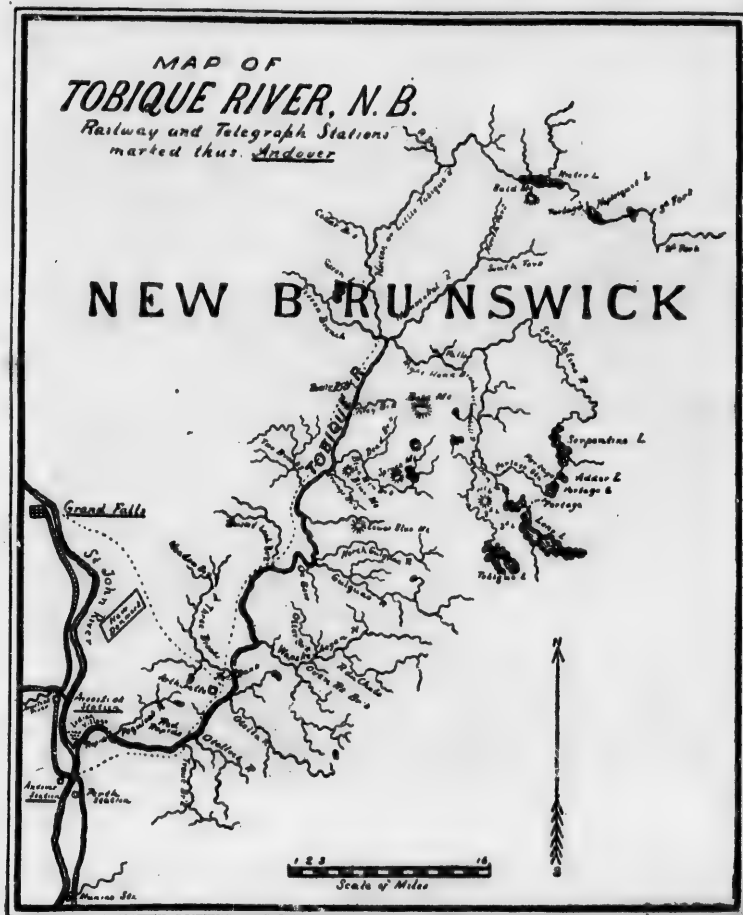
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bulk to the height of nearly 3,000 feet, wooded to its summit, except where it crops out in precipices of granite or long, gray shingly slopes. From the summit a wondrous view may be had; millions of acres of forest, interspersed with lakes and rivers that gleam in the sunshine like silver threads, are spread out like a map beneath. Five miles from Riley Brook Settlement—60 miles up the river—"is a remarkable peak called Bald Head, 2200 feet high, and an almost perfect cone, its summit having about half the area of an ordinary



SECTIONAL MAP OF TOBIQUE RIVER.

railway car. It can be ascended only on the northern and western sides; on the south and east it is nearly perpendicular for about 1,000 feet. The view from the summit is extremely fine. For 100 miles the Tobique pursues its winding course within the range of vision, and here and there glimpses of its shining surface meet the eye. The whole County of Victoria, a large part

of Carleton, and portions of York, Madawaska, Northumberland, Gloucester, and Restigouche are within view, and this from a summit so small that, standing on the northern edge, one can throw a stone a foot in diameter across the mountain top, and send it thundering down a thousand feet or more on the southern side." A portage of three miles from Tobique Lake leads to Nepisiguit Lake, the head waters of the Nepisiguit River. A road follows the bank of the Tobique to its head waters, and thence to Campbellton on the Restigouche. The Tobique is a great spawning ground for salmon. Trout can be had in immense quantities, and game of all kinds peculiar to New Brunswick is very plentiful. Gold has been found in the bed of the stream, but the vein or lode has not been discovered yet.



SCENE OPPOSITE WELLS, GRAND FALLS NARROWS.

Aroostook, p. 600; farming and lumbering. A branch line of the N. B. Railway (J 16) runs west to Caribou, Me. The immense crops of the famous Aroostook Valley find an outlet over this line. About 500,000 bushels of potatoes of last year's crops were handled here. Routes same as to Andover; distance 6 miles further and fares 15c. more.

Aroostook Falls, 3 m distant on the Aroostook River, a tributary of the St. John, is a series of cascades through a wild and picturesque gorge a quarter of a mile long, terminating in a deep pool with precipitous banks a hundred feet high. There is good trout fishing above and below the Falls, and an occasional salmon is caught in the pool.

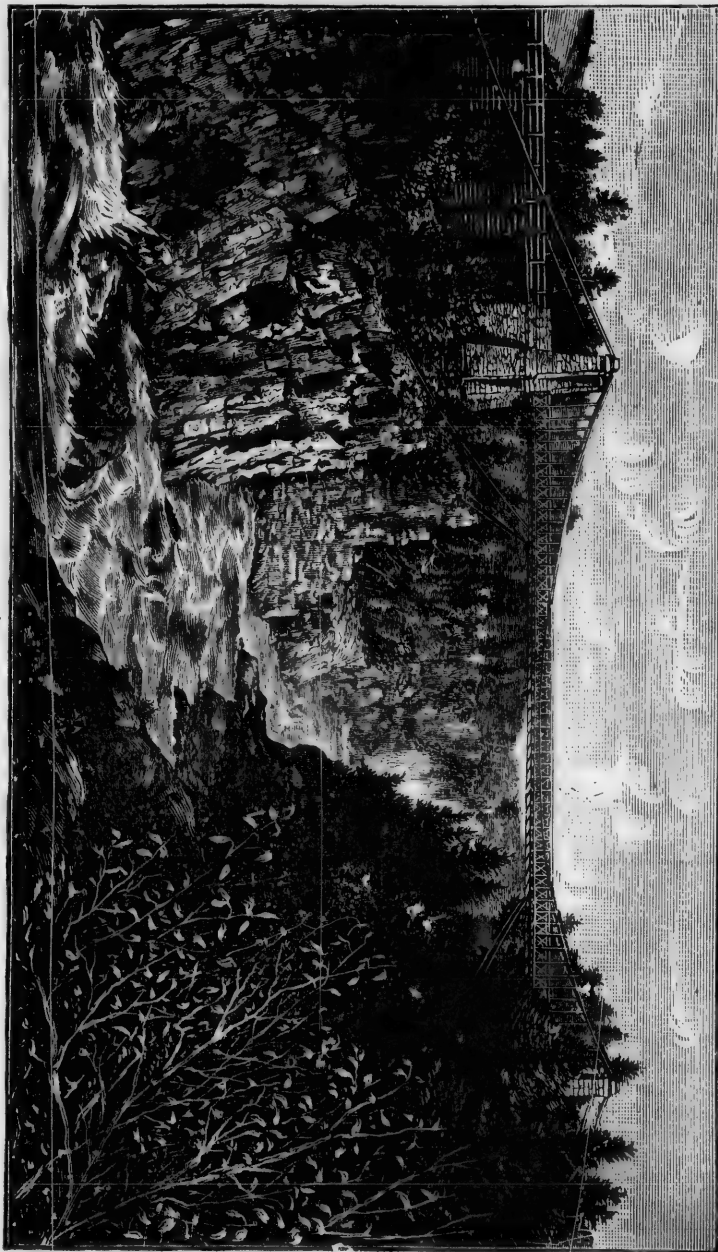
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GRAND FALLS, N. B.—DOWN THE NARROWS.

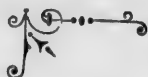


Grand Falls, the capital of Victoria County, and a station of the N. B. Railway, is pleasantly situated at the head of navigation of the St. John River, 220 miles from its mouth; contains a number of hotels, stores, and mills of various kinds. "The grandeur of the cataract, the rugged sublimity of the gorge, the fury of the rapids, the rich coloring of the rocks, the lovely outlooks from the high hills, the charming drives, the strong, pure, cool air, the quaint customs of the *habitants*, first-class hotels and the excellent fishing and shooting grounds within easy reach are attractions possessed by but very few, if any other places on this continent. The cataract is glorious to behold, not only for its 75 feet of height, but for its changing lights and shadows, its prismatic effects, its steaming clouds of spray, its solemn voice, which seems to make the very rocks tremble." The walks and drives about Grand Falls are very beautiful, and splendid fishing and shooting may be had in every direction. Here the St. John, after receiving in its upper course the waters of many lakes and streams, extending almost to the St. Lawrence, discharges the accumulated flood over a perpendicular height of 76 feet into a rocky gorge not more than 250 feet wide, with overhanging walls, in some places 240 feet high. In passing through this rocky vault—which is about a mile in length, and the walls twisted and contorted in the most remarkable manner—the river has a further descent of 60 feet. A handsome suspension bridge spans the river immediately below the falls, (see view) and the best moonlight views are to be had from it. It is rapidly becoming popular. Routes, etc., from St. John, J 2, J 7, J 13, 215 m, f \$5.85; (2) J 2, D 1, J 11, J 13, 203 m, f \$6.03; (3) Sn, J 11, J 13, 206 m, f \$5.00: from *Boston* all rail, 496 m; steamer to St. John, 360 m, and choice of routes.

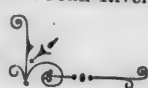
Grand

SITUATED AT GRAND FALLS, NEW BRUNSWICK, on the line of the New Brunswick Railroad, in full view of the Grand Falls of St. John River.

House
New.



Falls



Terms
Moderate.

The New Summer Resort of Maine and British Provinces. Second only to Niagara. Good gunning and fishing. Magnificent scenery.

WILLIAM OLIVE, Proprietor.

Hotel.

WESTMORLAND COUNTY.

Aulac, p 75; starting point of stages for Cape Tormentine [and P. E. I., during the winter]; also of the *proposed* Bay Verte Ship Canal and *proposed* terminus of the Cape Tormentine Railway. Proposals unaccepted, and Aulac is left in undisturbed and solitary possession of the adjacent ruins of old Fort Cumberland; from St. John G 1, 131 m, f \$3.84.

Bay Verte, p 600; saw and shingle mills, tanneries, etc. Terminus of the proposed ship canal, also of the Chignecto Ship Railway, now being built. Ruins of an old fort are to be seen; from Aulac *14, 14 m, f ?

Cape Tormentine, the point of arrival and departure, during the winter, of mails and passengers, to and from P. E. I. *Cape Traverse*, the landing place of the ice boats, is directly opposite, and about 9 m distant across Northumberland Straits. The boats are strongly built row boats, and are dragged through and over the floating ice, or propelled by cars in the open stretches of water. Straps are attached to the boat to haul them with, and to prevent crew or passengers from sinking out of sight. Loss of life is of very

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rare occurrence, the passage across, although long and unpleasant, is not near so dangerous as that by a similar conveyance between Quebec and Point Levi. Log canoes are used at the latter place, and are often cut in two by the ice and all hands drowned or carried many miles away on the ice before assistance can reach them. A railway, to connect with the Intercolonial at Sackville, is being built to this point, and will prove of great benefit to both Provinces, as well as a boon to travellers. It is intended to run a steamer across the Straits during the summer and early winter, resource being had to the ice boats during the remainder of the year, as no steamer can live in the heavy masses of ice which fill the Straits during mid-winter and early Spring. From Aulac *14, 18 m.

Dorchester, p 1,100; capital of Westmorland County; pleasantly situated on the Memramcook river, near its entrance into Shepody Bay; contains the county buildings, and the Maritime Penitentiary for long term prisoners; lumbering, shipbuilding, fishing, (shad principally); farming, copper mines, freestone quarries, and albertite coal (?); from St. John G 1, 116 m, f \$3.24;

Moncton, at the head of navigation of the Petitcodiac River, (famous for its "Bore," or the mis-statement regarding it) is a lively, enterprising town of about 6,000 inhabitants, and the centre of the Intercolonial Railway system—the head offices and workshops being located here. A sugar refinery, cotton mill, knitting factory, machine shops, shoe factories, and gas and water works are some of the attractions of the place; from St. John G 1, 89 m, f \$2.67.

Petitcodiac, p 630; on the Petitcodiac River, and in a good farming district. The Elgin Railway (C) connects with the I. C. R. here; 2 large saw mills; from St. John G 1, 66 m, f \$1.98.

Pt. du Chene, terminus of the I. C. R. Branch (G 2), point of departure of P. E. I. steamers (Sm), and shipping port for *Shediac*—2 miles distant. Good mackerel fishing in the harbor.

Pollett River, p 200; saw and grist mills. *Pollett Falls* are well worth visiting. The gorge at and below the Falls is very wild and romantic. The action of the water upon the coarse sandstone forming the cliffs, has worn out deep caverns with overhanging ledges 40 to 50 feet high. At one point the water, converging from several sides, is poured into a deep circular hole 10 feet in diameter, where, boiling and surging, it passes out through some invisible outlet. Fair trout fishing may be had in the stream above the Falls; from St. John G 1, 71 m, f \$2.13.

Sackville, seat of the Mt. Allison College and Academies (Methodist). The town contains about 2,000 people, but they are as badly scattered as the Israelites, the houses being so far apart that there is no place which can be called *Sackville*. It contains one of the largest stove foundries in the Province, several shipyards, etc., and raises the finest of cattle; from St. John G 1, 127 m, f \$3.56.

Salisbury, p 500; junction of the Intercolonial and Albert railways; lumbering and farming; from St. John G 1, 76 m, f \$2.28.

Shediac, p 700; on Shediac Harbor, at mouth of Shediac River; boating, bathing, trout and mackerel fishing; ducks, geese, brant and plover plentiful within easy reach, good hotel accommodation; shoe factories, saw mills, etc.; from St. John G 1, G 2, 107 m, f \$3.

YORK COUNTY

Canterbury, p 700; at mouth of Eel River, 3 m from *Canterbury Station*. Large quantities of lumber manufactured in the vicinity of these two places. There are several large saw mills, grist and carding mills; from St. John J 2, J 7, 107 m, f \$3.50, and stage?

Fredericton, the capital of New Brunswick and of York County, is beautifully situated on a level plain on the right or western bank of the St. John River, 84 miles from its mouth, and nearly opposite the mouth of the Nashwaak. The streets are wide, airy and quiet; cross each other at right angles—those running parallel with the river are over a mile long—and lined with shade trees, whose foliage is so dense that the city is almost hidden from the view of passers by on the river. It is one of the prettiest, if not the prettiest place in the Province, and persons in search of a quiet retreat will find a charm about it which is almost irresistible. The climate is "just lovely" during the summer. There are beautiful drives in every direction, and boating and bathing may be indulged in to your heart's content. The city is lighted with gas, and a good water supply is being secured at considerable expense. It is the seat of the University of N. B., contains many fine public buildings, chief among which are the Parliament Buildings, Custom House and Post Office, City Hall, Government House, (Governor's Residence), several handsome churches—the English Cathedral is especially noticeable—and many beautiful residences, with tastefully arranged lawns and flower gardens. Fredericton, under the name of St. Anns, was founded by Jean Pierre Danillo, a French Priest with nearly 100 followers, about 1738-40; and was crowded with Acadian refugees from 1757 to 1784, when they were driven away by the Loyalists. In 1786 it became, and has ever since remained, the capital of the Province under its present name; p 1881,—6,218; from St. John, Sn, 84 m, f \$1.00; (2) J 2, D 1, 68 m, f \$2.03.

Gibson, at the mouth of the Nashwaak, opposite Fredericton, was for many years the capital of Acadia under French rule, and the scene of many of the squabbles incident to the "grab game" for power during the early history of this country. The remains of Fort Nashwaak are still to be seen, and relics of various kinds are often found. One of the largest and best appointed saw mills in N. B. is at *Marysville*, 2 m up the river, and an extensive cotton mill is being built there. The buildings are to be of brick, with stone foundations and trimmings—the stone, 2,000 yards, will be quarried within half a mile of the building; the bricks, 5,000,000, will be made within 300 yards of it; the boards for floors, etc., will be sawn at the mills, not more than a quarter of a mile away. The factory will have a capacity of 50,000 spindles, and 1,100 looms; will cost \$1,000,000, and employ 1,000 hands. It is being built by Alex. Gibson, the "lumber king" of New Brunswick, and is an unaided private enterprise. Gibson is reached from St. John, Sn, 84 m, f \$1; or by rail via Fredericton.

Lake George, on a beautiful lake of the same name. There is a very rich *Antimony* mine here; reached by private conveyance from *Prince William*, a station on the N. B. Railway, (J 2); from St. John J 2, 72 m, f \$2.10.

Pokiock, (the "dreadful place"), on the St. John River, at the mouth of the Pokiock, the outlet of Lake George. Tin was discovered here many years ago by Dr. Gesner, who made a geological survey of the Province, but the exact locality is unknown. A company was organized in Woodstock, and duly incorporated, two or three years since, to work the tin mine here, but they have not succeeded in finding it yet. There is a very fine specimen of the ore in the Mechanics' Institute Museum, St. John. The *Pokiock Falls* is a grand sight. The river, after a perpendicular fall of 40 feet, enters a long, narrow, rocky gorge, 75 feet deep and 25 feet wide, and passes with tremendous leaps from step to step till it falls into the St. John. Reached by stage from *Fredericton*, 40 m; from *Woodstock*, 20 m, or by steamer from either during high water.

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Hunting.

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Climate.

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Resources.

The EASTERN PROVINCES Railroads



STEAMBOATS AND STAGE LINES

A TRAVELLERS' GUIDE

TO

New Brunswick,

NOVA SCOTIA

AND

PRINCE EDWARD ISLAND,

CONTAINING THE

Time Tables of all Railroad and Steamboat
Lines in the Maritime Provinces;
Distances and Fares from Saint John;
Stage Connections, Etc.

Summer and Fall Arrangements, 1883.

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See Index to Railways and Steamers, next page.

Index to Railroads and Steamboats.

[The initial letters, or letters and figures, opposite a route are used whenever reference is made to that route, or to any place reached by that route. See Travellers' Guide.]

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| E —Grand Southern Railway.—St. John to St. Stephen..... | D |
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| G 5 and 6.— Pictou Branch..... | K |
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|--|---|
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| J 3 and 4.— Saint Stephen and McAdam Junction..... | R |
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| J 13 and 14.— Woodstock and Edmundston..... | T |
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| | |
|--|---|
| M —St. Martin's & Upham Railway.—Hampton and St. Martin's.. | C |
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|---|---|
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| | |
|---|---|
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| Sl.—" " " and Grand Manan..... | W |
| Ss.—" " " Boston and Yarmouth..... | W |
| St.—" " " Annapolis..... | W |
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| Sn.—Union Line—St. John and Fredericton..... | X |
| So.—" " " Grand Lake..... | X |
| Sp.—"Soulanges" " Washademoak..... | C |

JOHN A. WILSON, MERCHANT TAILOR,

RING'S BUILDING.

Germain Street, Corner of Church Street,

SAINT JOHN, N. B.

A FULL LINE OF CLOTHS AND TRIMMINGS.

(Sm.)

Prince Edward Island Steam Navigation Company.

STEAMERS

Leave Point du Chene, N. B., about 2 p. m. daily, except Sundays, arriving at Summerside about 6 p. m.

Leave Summerside about 9 a. m., arriving at Point du Chene about noon. Connects at Point du Chene with 8.15 G3; at Summerside with Express Trains to and from Charlottetown.

Leave Pictou, N. S., every Monday, Wednesday, Friday and Saturday about 2 p. m., for Charlottetown, arriving about 5 p. m.

Leave Pictou every Thursday at 2 p. m. for Georgetown, P. E. I.

Leave Charlottetown every Monday, Wednesday, Thursday and Saturday, and Georgetown every Friday, about 7 a. m., arriving at Pictou about noon. Connects at Pictou with G5 and G6; at Charlottetown and Georgetown with P. E. I. Railway.

F. W. HALES, Secretary, CHARLOTTETOWN.

CHAS. U. HANFORD, Agent, PRINCE WILLIAM STREET, ST. JOHN, N. B.

(Sh.)

FRONTIER STEAMBOAT CO.

J. L. THOMPSON, Manager, Calais, Maine.

STMR. "CHAS. HOUGHTON,"

Makes daily trips between Calais and Eastport, Me., calling at Robbinston and St. Andrews, N. B., each way. Leaves Calais in the morning (about 8 o'clock, hour to suit the tide), and Eastport in the afternoon (about 2 o'clock).

Connections: At Calais, (St. Stephen, N. B.) with 5.30 J6, and 10.00 J5, also with Calais and Princeton Railway; at Eastport with St. and St.

(Sp.)

WASHADEMOAK LAKE.

STEAMER

"SOULANGES,"

CAPT. J. E. PORTER,

Leaves Indiantown at 10 a. m., every Tuesday, Thursday and Saturday, for Cole's Island, Washademoak Lake, and intermediate landings. Returning, leaves Cole's Island every Monday, Wednesday and Friday.

Tickets and Information on the Steamer.

For Connections at St John, see Condensed Time Tables.

Buy your Tickets at the old established
TICKET AGENCY OF
H. CHUBB & CO.

CHUBB'S CORNER, SAINT JOHN, N. B.

Direct Agents for the principal Railway and Steamship Lines.
 Tourists' Tickets a Specialty.

VISITORS TO SAINT JOHN

Are respectfully invited to call at

CHALONER'S DRUG STORE,

Corner of King and Germain Streets,

When in need of anything usually kept in a First-Class Establishment.

J. CHALONER, Proprietor.

BRANCH AT DIGBY, N. S.

Western Counties Railway.

N2.

East—Read Up.

N1.

West—Read Down.

| Mixed. | Miles. | STATIONS. | Fares from St. John | Miles. | Mixed. |
|--------|--------|----------------|---------------------|--------|--------|
| A. M. | | | | | P. M. |
| 11.45 | 67 | Digby, | \$1 50 | 0 | 4.00 |
| ..... | 68 | Jordantown, | | 4 | ..... |
| 11.11 | 56 | No. Range, | | 11 | 4.33 |
| 10.39 | 45 | Weymouth, | 1 30 | 22 | 5.10 |
| 10.22 | 41 | Belliveau, | | 26 | 5.22 |
| 10.03 | 35 | Little Brook, | | 32 | 5.42 |
| 9.55 | 33 | Saulnierville, | | 34 | 5.50 |
| 9.40 | 30 | Meteghan, | | 37 | 6.05 |
| 9.06 | 21 | Hectanooga, | | 46 | 6.39 |
| ..... | 18 | Norwood, | | 49 | ..... |
| 8.34 | 13 | Brazil Lake, | | 54 | 7.14 |
| ..... | 10 | Green Cove,* | | 57 | ..... |
| 8.08 | 7 | Ohio, | | 60 | 7.37 |
| 8.00 | 5 | Hebron, | | 62 | 7.45 |
| 7.45 | 0 | Yarmouth, | 3 50 | 67 | 8.00 |
| A. M. | | | | | P. M. |

Trains run daily, except Sunday, and on I. C. R. Time.

Connections: At Digby with Sj. and St.; at Yarmouth with Sk., Ss. and Stages *48 (daily).

J. BRIGNELL, Gen. Supt.
 Yarmouth, N. S., June 14, 1883.

Grand Southern Railway.

E2.

East—Read Up.

E1.

West—Read Down.

| Mixed. | Miles. | STATIONS. | Fares from St. John | Miles. | Mixed. |
|--------|--------|---------------|---------------------|---------------|--------|
| P. M. | | | | | A. M. |
| 6.50 | 82 | St. John, | | 0 | 8.00 |
| 6.35 | 82 | Carleton, | \$0 03 | $\frac{1}{8}$ | 8.15 |
| 6.10 | 74 | Spruce Lake, | 0 25 | 8 | 8.40 |
| 6.00 | 69 | Pr. of Wales, | 0 50 | 13 | 8.52 |
| 5.50 | 65 | Musquash, | 0 60 | 17 | 9.00 |
| 5.25 | 58 | Lepreaux, | 0 85 | 24 | 9.28 |
| 5.05 | 54 | New River, | 1 00 | 28 | 9.40 |
| 4.40 | 44 | Pennfield, | 1 35 | 38 | 10.05 |
| 4.15 | 35 | St. George, | 1 70 | 47 | 10.40 |
| 3.55 | 29 | Bonny River, | 1 85 | 53 | 10.55 |
| 3.30 | 20 | Dyer, | 2 30 | 62 | 11.20 |
| 3.10 | 14 | St. An. Cr'g, | 2 40 | 68 | 11.40 |
| | | | | | |
| 2.45 | 5 | Oak Bay, | 2 50 | 77 | P. M. |
| 2.30 | 0 | St. Stephen. | 2 50 | 82 | 12.00 |
| P. M. | | | | | P. M. |

Trains run daily, except Sunday, and on St. John's time.

Connections: At St. John, see Condensed Time Tables; at St. Stephen with St. Croix & Penobscot Ry. for Princeton, etc.

St. John Office 40 Water Street.
 T. W. HOLT, Supt. J. N. GREEN, Manager.
 St. George, N. B., June 5, 1883.

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West—Read Down.

| Fares from St. John | Miles. | Mixed. |
|---------------------|--------|--------|
| | 0 | A. M. |
| \$0 03 | 1/2 | 8.00 |
| 0 25 | 3/4 | 8.15 |
| 0 50 | 1 | 8.40 |
| 0 60 | 1 1/2 | 8.52 |
| 0 60 | 17 | 9.00 |
| 0 85 | 24 | 9.28 |
| 1 00 | 28 | 9.40 |
| 1 35 | 38 | 10.05 |
| 1 70 | 47 | 10.40 |
| 1 85 | 53 | 10.55 |
| 2 30 | 62 | 11.20 |
| 2 40 | 68 | 11.40 |
| | | P. M. |
| 2 50 | 77 | 12.00 |
| 2 50 | 82 | 12.20 |
| | | P. M. |

Sunday, and on
see Condensed
with St. Croix
ton, etc.
ater Street.
REEN, Manager.
33.

CONDENSED TIME TABLE.

Showing the Arrival and Departure of All Trains and Steamers at and from Saint John, N. B.

NOTE—Running of Trains and Steamers likely to be changed after 1st November. Time Tables not to be relied on, in any case, after December 1st.

For Stage Connections—SEE THE DIFFERENT TIME TABLES.

LEAVE.

Grand Southern Railway.

G1.

8.00 a. m. Express for St. Stephen, 6.00 a. m., G1, connects at St. John, connects at St. Stephen with Calais and Princeton Railway. Expresses for St. John leaves St. Stephen at 2.30 p. m., connects with 9.00 p. m. J2, 10.30 G1, at St. John—arrives 6.50 p. m. Office, 40 Water Street.

LEAVE.

Intercolonial Railway.

G1.

7.55 a. m. Express for Halifax, 6.30 J1, connects with this train; connects at Petitcodiac with C; at Salisbury A1, A2; at Moncton G7, (connects at Chatham Junction with B); at Painssee Junction G2, (connects at Point du Chene with Sm) and G3; at Truro G5, G6, (Sm connects at Pictou, and F2, at New Glasgow), at Halifax, steamers for Europe, etc. Express for St. John leaves Halifax 8.10 a. m. G4; connects at Truro G5, (connects at New Glasgow with F1, at Pictou with Sm, and G6; at Painssee Junction G2, G3, (Sm connects at Point du Chene), at Moncton G8, (B connects at Chatham Junction), and with 9.00 J2, at St. John—arrives at 7.30 p. m.

11.55 a. m. Point du Chene Accommodation.—Connections 10.45 J1, connects with this train at St. John; at Hampton M1, M2, (see tables); at Moncton G8, connects with it (B connects at Chatham Junction) 7.00 G1, Painssee Junction, runs through without change. St. John Accommodation leaves Point du Chene 7.10 a. m. G3; connects at Moncton with G7; at Salisbury A1, A2, at Petitcodiac C; at Hampton M1, M2; with 4.30 J2, and 5.00 Sm, at St. John—arrives 1.15 p. m.

2.10 p. m. Freight with Passenger Car for Hampton, very convenient for pic-nics, etc., but train is liable to be cancelled. Car returns on express from Halifax 7.30 p. m.

5.10 p. m. Express for Sussex, Sn, So, and Sp, connects regularly, Si, and Sl, occasionally; at Hampton, Monday and Saturday, M1. Express for St. John leaves Sussex 7.00 a. m. connects Monday and Saturday at Hampton with M2; with Sp, and 10.00 J2, freight; at St. John, arrive 9.05 a. m.

6.30 p. m. Freight, with Passenger Car for Hampton, 5.30 J1, Si, and Sl, connect at St. John. Train irregular and liable to be cancelled.

10.30 p. m. Express for Quebec and Halifax. All trains and steamers arriving in St. John connect with this train. Connects at Moncton G7, and G8, for and from all points North and West (see tables); at Painssee Junction, G2, G3; —none—Passengers leave Moncton at 11.35 G1; at Truro G5, (connects at New Glasgow with F1, at Pictou with Sm); at Windsor Junction G2; at Halifax, steamers for Europe, Newfoundland, South America, United States, etc. Express for Quebec and St. John leaves Halifax 6.15 p. m.; O1 connects at Windsor Junction; G6 at Truro, G8 at Moncton, and connects with G7; at St. John with all trains and steamers—arrives 6.00 a. m.

TICKETS for all points on the Intercolonial Railway and connecting lines. Pullman Car Berths. 97 Prince Wm. St. Geo. Philips.

New Brunswick Railway.

J2.

7.00 a. m. Boston Fast Express, 6.00 a. m. G4, at St. John, D2 at Fredericton Junction, J5 at McAdam and J8 at Vancaboro, connect with this train. Connects at McAdam with J7, 11.00 a. m.; at Vancaboro with Maine Central Railway, and runs through to Boston without change. Due in Boston same day at 1 p. m. Leaves Boston 12 p. m. and arrives in St. John at 6.30 a. m. (see 9 p. m. night express).

8.15 a. m. Day Express. Connects with D1, D2, at Fredericton Junction, J3, 4, 5, 6 and 7 at McAdam, J8 and Maine Central Railway at Vancaboro. Express for St. John leaves Vancaboro 12.45 p. m. connects with J3, 4, 5, 6 and 8, at McAdam, D2, at Fredericton Junction, 6.30 and 10.30 G1 at St. John—arr. 6.50 p. m.



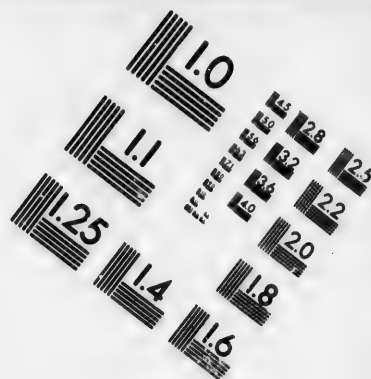
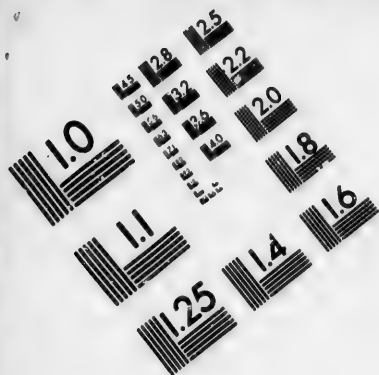
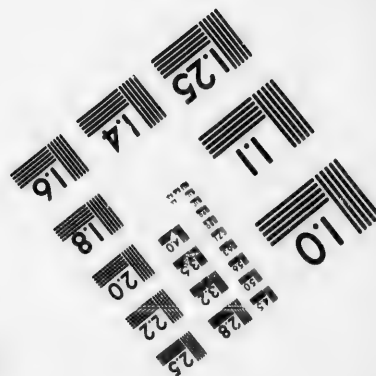
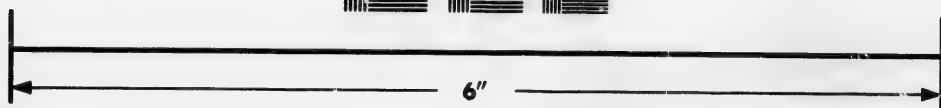
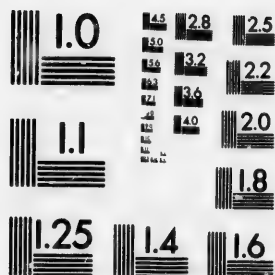


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503



CONDENSED TIME TABLE.—(Continued.)

10.00 a. m. Freight (from Carleton) 9.05 G4 connects with this train; connects at Fredericton Junction with 3.40 D1. (arrives Fredericton 4.55). *Returning* arrives in Carleton 6.25 p. m.

4.30 p. m. Fredericton Express, 1.15 G4 connects at St. John. Runs through to Fredericton without change or connections. Arrives 7.20 p. m. Leaves an hour later on Saturdays. Express for St. John leaves Fredericton 7.00 a. m. connects at Fredericton Junction with J2, Fast Express, with 11.55 G1 at St. John—arrives 10.45 a. m.

9.00 p. m. Night Express. All trains and steamers connect with this train at St. John; J5 and 6 at McAdam; J7 and 8 at Vanceboro; connects with Maine Central Railway at Vanceboro. Express for St. John leaves Vanceboro 2.20 a. m. Fast Express from Boston, connects with this train at Vanceboro. Connects at McAdam with J5, 6 and 8; with all trains and steamers (except Sk) at St. John—arrives 6.30 a. m. No connection for Fredericton by the Night Trains.

TICKETS and full information to be obtained at the Office, Ferry Building, Water Street, and from H. Chubb & Co., Ticket Agents, Prince Wm. St.

St. International Steamship Co. Si.

8.00 a. m. Monday, Wednesday and Friday, for Eastport, Portland and Boston. J1 connect. Leave Boston for Portland, Eastport and St. John, on Monday, Wednesday and Friday; and Tuesday for Eastport and St. John, arriving between 2 and 6 p. m. next days. Connects at Boston and Portland with trains and steamers to all points, at Eastport with Sh, at St. John with evening trains and steamers. (See advt., p. U.)

Nova Scotia Steamship Co.

Sj, Sk, Si.

6.00 a. m. Saturday for Yarmouth. Leaves Yarmouth for St. John, Wednesday, p. m. Connects at Yarmouth each way with Se, and *48; at St. John with all Thursday trains and steamers.

8.00 a. m. MONDAY, WEDNESDAY and FRIDAY for Digby (connects N1, N2); Annapolis (connects O1, O2, and *43). Leaves Annapolis for Digby and St. John, Tuesday, Thursday and Saturday, p. m., arrives in St. John about 7.30, connects with 9 J2, 10.30 G4.

8.00 a. m. Thursday for Eastport, Campobello and Grand Manan. Leaves Grand Manan Friday, 8 a. m. for St. John. Connects at Eastport each way with Sh, Si, at St. John—arrives about 5.30 p. m.—with night trains G1, J2

Note.—Steamer "New Brunswick" (Ss) will discontinue trips between Yarmouth and Lunenburg after 1st October. See advt., page v.

Sn, So, Sp.

St. John River Steamers.

Sn, So, Sp.

8.00 a. m. Wednesday and Saturday for Salmon River and Grand Lake. *Returning* arrives in St. John between 2 and 5 p. m.

9.00 a. m. Daily (except Sunday), for Fredericton. Leaves Fredericton at 8 a. m. for St. John, arrives between 1.30 and 4.30 p. m. in time to connect with all evening trains.

10.00 a. m. Tuesday, Thursday and Saturday for Cole's Island, Washademoak Lake. Leaves Coles' Island on Monday, Wednesday and Friday for St. John, arriving about 3.00 p. m.

5.00 p. m. Tuesday, Thursday and Saturday for Fredericton (Si connects with this boat usually); connects at Gibson, opposite Fredericton, with J11, J12, to and from Woodstock, Grand Falls, etc. Leaves Fredericton at 4 p. m. Monday, Wednesday and Friday for St. John—arrives about 11 p. m.

Note.—Passengers from the West (J1) can connect with the river steamers at Westfield for points up the river.

4.00 p. m. Tuesday, Thursday, and Saturday for points on Kennebecasis Bay and River. Returns same days, arriving at Indiantown about 10 a. m.

inued.)

with this train; con-
(arrives Fredericton

at St. John. Runs
connections. Arrives
n leaves Fredericton
with 11.55 G1 at St.

et with this train at
aboro; connects with
anceboro 2.20 a. m.
connects at McAdam
arrives 6.30 a. m.

erry Building, Water
Prince Wm. St.

Si.

t, Portland and Bos-
ton: 6 G4 and
, on Monday, Wed-
arriving between
and steamers to all
s. (See advt., p. U.)

Sj, Sk, Sl.
for St. John, Wed-
th 8s, and *48; at
for Digby (con-
nd *43). Leaves
y, p. m., arrives in

Grand Manan.
n. Connects at East-
t light trains G1, J2
en Yarmouth and

Sn, So, Sp.
nd Grand Lake.

es Fredericton at
0 p. m. in time to

s Island, Wash-
nday, Wednesday

cton (Si connects
Fredericton, with
n at 4 p. m. Mon-

ammers at Westfield

on Kennebecasis
town about 10 a. m.

Halifax and Cape Breton Railway.

Head Offices at New Glasgow—F. D. Laurie, Sup't.

F2. WEST—READ UP.

EAST—READ DOWN. F1.

| Mixed | Expr | STATIONS. | Fares from St. John | Miles | Expr | Mixed | Connections. |
|--------|-------|--------------------|---------------------|-------|-------|--------|--|
| A. M.† | P. M. | | | | P. M. | P. M.† | |
| 12.15 | 2.10 | New Glasgow, | \$5 75 | 0 | 1.10 | 4.00 | At New Glasgow 12.15 with 12.40 G5; 2.10 with 2.30 G6; at Antigonish with *56; at Port Mulgrave with Ferry to Hastings and Haverbury, and Sb; at Hastings and Haverbury with Stages *50, *51, *52, *53. I. C. R. Time. † Monday, Wednesday and Friday. |
| 11.53 | 1.54 | Glenfalloch,* | | 6 | 1.27 | 4.21 | |
| 11.36 | 1.41 | Merigomish, | 6 00 | 10 | 1.41 | 4.37 | |
| 11.22 | 1.32 | French River, | | 13 | 1.51 | 4.50 | |
| 11.03 | 1.18 | Piedmont, | | 18 | 2.05 | 5.08 | |
| 10.47 | 1.06 | Avondale, | 6 30 | 22 | 2.17 | 5.23 | |
| 10.40 | 1.01 | Barney's River, | | 24 | 2.22 | 5.30 | |
| 10.21 | 12.48 | Marshy Hope,* | | 27 | 2.32 | 5.43 | |
| 10.04 | 12.36 | James River, | | 32 | 2.45 | 6.00 | |
| 9.49 | 12.25 | Brierly Brook, | | 36 | 2.56 | 6.15 | |
| 9.30 | 12.09 | Antigonish, | 7 00 | 41 | 3.16 | 6.56 | |
| | P. M. | | | | | | |
| 8.52 | 11.51 | South River, | | 46 | 3.30 | 7.14 | |
| 8.45 | 11.45 | Taylor's Road,* | | 48 | 3.36 | 7.21 | |
| 8.34 | 11.36 | Ponquet, | | 51 | 3.45 | 7.32 | |
| 8.25 | 11.30 | Heatherton, | | 53 | 3.52 | 7.41 | |
| 8.15 | 11.23 | Bayfield, | | 56 | 3.59 | 7.52 | |
| 8.08 | 11.18 | Afton,* | | 57 | 4.04 | 8.08 | |
| 7.53 | 11.06 | Tracadie, | | 61 | 4.16 | 8.23 | |
| 7.49 | 11.02 | Girroirs, | | 62 | 4.20 | 8.28 | |
| 7.38 | 10.52 | Little Tracadie,* | | 66 | 4.39 | 8.40 | |
| 7.23 | 10.40 | Harbour Au Bouche, | | 70 | 4.41 | 8.54 | |
| 7.07 | 10.27 | Cape Porcupine,* | | 74 | 4.53 | 9.10 | |
| 6.49 | 10.13 | Pt. Mulgrave, or | 7 90 | 79 | 5.07 | 9.26 | |
| 6.45 | 10.10 | Straits of Canso. | 7 90 | 80 | 5.10 | 9.30 | |
| P. M. | A. M. | | | | P. M. | P. M. | |

ALBERT RAILWAY.

A 2. North.

South. A 1.

| Pass. | Miles. | STATIONS. | Fares from St. John | Miles. | Pass. |
|-------|--------|---------------|---------------------|--------|-------|
| A. M. | | | | | A. M. |
| 9.00 | 45 | Salisbury, | \$2 28 | 0 | 11.15 |
| 8.21 | 35 | Turtle Creek, | 2 58 | 10 | 11.47 |
| 8.06 | 31 | Baltimore, | 2 70 | 14 | 12.13 |
| 7.35 | 21 | Hills,* Ar. | 3 00 | 24 | P. M. |
| 7.20 | | boro,* Lv. | | | 1.30 |
| 7.00 | 16 | Albert Mines, | 3 15 | 29 | 1.50 |
| 6.30 | 9 | Cape, | 3 36 | 36 | 2.30 |
| 6.12 | 3 | The Hill, | 3 54 | 42 | 2.42 |
| 6.00 | 0 | Hopewell, | 3 63 | 45 | 2.50 |

Connections: At Salisbury, 9.00 with 9.22 G4, and 10.54 G1. Trains run daily except Sunday.

Dinner at Hillsboro—Hotel near Station.

G. A. ROBINSON, Manager.

Time.—The Trains of all Railways on this page are run on Intercolonial Standard Time—(See G7 and 8).

ST. MARTINS AND UPHAM, RAILWAY.

M2. NORTH.

SOUTH. M1.

| Pass. | Miles. | STATIONS. | Fares from St. John | Miles. | Pass. |
|-------|--------|------------------|---------------------|--------|-------|
| A. M. | | | | | P. M. |
| 11.40 | 31 | Hampton, | \$0 66 | 0 | 1.30 |
| 10.55 | 22 | Salt Springs rd. | 0 93 | 9 | 2.06 |
| 10.40 | 20 | Barnesville, | 0 99 | 11 | 2.15 |
| 10.25 | 18 | Titus' Mills, | 1 05 | 13 | 2.30 |
| 10.15 | 17 | Upham, | 1 08 | 14 | 2.40 |
| 9.35 | 8 | Henry's Lake, | 1 35 | 23 | 3.25 |
| 9.10 | 1 | St. Martins, | 1 35 | 30 | 3.55 |
| 9.00 | 0 | Beach Street. | 1 35 | 31 | 4.00 |

Connections: At Hampton, 11.40 with 1.12 G1, and 12.11 G4. Trains run as above on Tuesday, Wednesday, Thursday and Friday; on Saturday and Monday, train leaves St. Martins at 5.30 a. m. arrives at Hampton 7.45 and Connects with 7.55 G4, and 8.47 G1. Leaves Hampton at 6.15 p. m. after arrival of 6.12 G1.

Offices at St. Martins.

A. E. KILLAM, Manager.

INTERCOLONIAL RAILWAY.

G1. ST. JOHN TO HALIFAX. G1.

| Fares from St. John. | Miles. | STATIONS. | Halifax Day Exp. | Quebec and Halifax Night Exp. | Sussex Express. | Point du Chene Accommod'n | CONNECTIONS, ETC., ETC. |
|-------------------------|--------|-----------------------------------|---------------------|-------------------------------------|--------------------|---------------------------------|---|
| | 0 | St. John, Leave | A. M. 7.55 | P. M. 10.30 | P. M. 5.10 | A. M. 11.55 | St. John: see condensed time tables. |
| \$0 9 | 3 | Coldbrook, | 8.00 | 10.37 | 5.18 | P. M. 12.07 | Rothessay: with Stage *6. |
| 0 12 | 4 | Brookville, | 8.03 | 10.40 | 5.22 | 12.11 | Hampton: 1.12 with 1.30 M1 |
| 0 18 | 6 | Torryburn, | 8.08 | 10.44 | 5.28 | 12.18 | Sussex: Dining Room. |
| 0 21 | 7 | Riverside, | 8.11 | 10.46 | 5.30 | 12.22 | Petitcodiac: 10.30 with C. |
| 0 27 | 9 | Rothessay, | 8.15 | 10.52 | 5.35 | 12.28 | Salisbury: 10.54 with 11.15 |
| 0 36 | 12 | Quispamsis, | 8.25 | 10.59 | 5.43 | 12.40 | A 1. |
| 0 51 | 17 | Nauwigewauk, | 8.35 | 11.10 | 5.57 | 12.55 | Moncton: Dining Rooms. |
| 0 66 | 22 | Hampton, | 8.47 | 11.23 | 6.12 | 1.12 | 11.20 with 1.40 |
| 0 78 | 26 | Passekeag, | 8.56 | 11.32 | 6.23 | 1.55 | G 7, 1.50 with |
| 0 81 | 27 | Bloomfield, | 8.58 | 11.34 | 6.25 | 1.28 | 2.10 G 7, 5.00 |
| 0 99 | 33 | Norton, | 9.12 | 11.48 | 6.43 | 1.47 | with 7.00 G 1. |
| 1 17 | 39 | Apohaqui, | 9.27 | 12.03 | 7.02 | 2.08 | Painsec Jun.: 11.58 with 12.02 |
| 1 32 | 44 | Sussex, { Arrive Leave | 9.38 | 12.15 | 7.15 | 2.23 | G 2, 6.00 with |
| 1 53 | 51 | Penobsquis, | 9.55 | 12.30 | ..... | 2.47 | throughout change. |
| 1 80 | 60 | Anagance, | 10.17 | 12.49 | ..... | 3.18 | Aulac: with Stage *14. |
| 1 98 | 66 | Petitcodiac, | 10.30 | 1.00 | ..... | 3.35 | Amherst: Dining Rooms. |
| 2 13 | 71 | Pollet River, | 10.42 | 1.11 | ..... | 3.50 | Maccan: with Stage *31. |
| 2 28 | 76 | Salisbury, | 10.54 | 1.22 | ..... | 4.18 | Athol: with Stage 32. |
| 2 37 | 79 | Boundary Creek, | 11.00 | 1.28 | ..... | 4.28 | Sp. Hill Jun.: 2.30 with 3.10 K1. |
| 2 67 | 89 | Moncton, { Arrive Leave | 11.20 | 1.50 | 5.00 | ..... | Thomson: with Stage *33. |
| 2 88 | 96 | Painsec Junction, | 11.58 | 2.51 | 7.35 | 6.00 | Greenville: with Stages *34, *35. |
| 3 00 | 109 | Memramcook, | P. M. 12.25 | 3.18 | 8.15 | (See G 2) | Wentworth: with Stage *36. |
| 3 15 | 112 | Rockland, | 12.34 | 3.28 | 8.30 | ..... | Londonderry with Stage *37. |
| 3 24 | 117 | Dorchester, | 12.40 | 3.35 | 8.39 | ..... | Debert: with Stage *38. |
| 3 56 | 129 | Salisbury, | 1.05 | 4.00 | 9.18 | ..... | Truro: Dining Rooms. |
| 3 64 | 137 | Aulac, | 1.13 | 4.08 | 9.30 | ..... | 4.45 with 4.50 G5; |
| 3 76 | 139 | Amherst, { Arrive Leave | 1.25 | 4.20 | 9.50 | ..... | 7.15 with 10.45 |
| 3 84 | 142 | Nappan, | 1.45 | 4.35 | 9.55 | ..... | G 5, & Stage *39. |
| 3 92 | 146 | Maccan, | 1.56 | 4.41 | 10.12 | ..... | Shubena'adie with Stage *40. |
| 4 00 | 150 | Athol, | 2.04 | 4.41 | 10.22 | ..... | Windsor Jun. 8.21 with 8.24 & |
| 4 09 | 155 | Spring Hill Junc. | 2.13 | 4.50 | 10.34 | ..... | 8.50 O2; 1.05 with |
| 4 20 | 161 | Salt Springs, | 2.30 | 5.07 | 10.50 | ..... | 4.00 O 2. |
| 4 24 | 166 | River Phillip, | 2.44 | 5.20 | ..... | ..... | Halifax: Weekly Steamrs of the Allan |
| 4 27 | 169 | Oxford, | 2.52 | 5.28 | ..... | ..... |  |
| 4 34 | 173 | Thomson, | 2.59 | 5.34 | ..... | ..... |  |
| 4 44 | 180 | Greenville, | 3.07 | 5.43 | ..... | ..... |  |
| 4 45 | 184 | Westchester, | 3.23 | 5.58 | ..... | ..... |  |
| 4 51 | 186 | Wentworth, | 3.25 | 6.00 | ..... | ..... |  |
| 4 56 | 195 | Folly Lake, | 3.37 | 6.11 | ..... | ..... |  |
| 4 72 | 198 | Londonderry, | 3.45 | 6.21 | ..... | ..... |  |
| 4 82 | 203 | East Mines, | 4.05 | 6.38 | ..... | ..... |  |
| 4 90 | 207 | Debert, | 4.12 | ..... | ..... | ..... |  |
| 5 02 | 215 | Truro, { Arrive Leave | 4.17 | 6.49 | ..... | ..... |  |
| 5 10 | 218 | Johns, | 4.27 | 6.59 | ..... | ..... |  |
| 5 15 | 223 | Brook Jld, | 5.00 | 7.35 | ..... | ..... |  |
| 5 25 | 227 | Polly Bog, | 5.08 | 7.45 | ..... | ..... |  |
| 5 30 | 232 | Stewlacke, | 5.17 | 7.52 | ..... | ..... |  |
| 5 39 | 237 | Shubena'adie, | 5.29 | 8.02 | ..... | ..... |  |
| 5 45 | 241 | Millford, | 5.38 | 8.12 | ..... | ..... |  |
| 5 55 | 246 | Elmsdale, | 5.51 | 8.22 | ..... | ..... |  |
| | | | 6.00 | 8.30 | ..... | ..... |  |
| | | | 6.15 | 8.44 | ..... | ..... |  |

YAY.

G1.

**CONNECTIONS,
ETC., ETC.**

St. John:
see condensed
time tables.

Rothsay:
with Stage *6.

Hampton:
1.12 with 1.30 M1

Sussex:
Dining Room.

Petitcodiac:
10.30 with C.

Sallsbury:
10.54 with 11.15

A1.

Moncton:
Dining Rooms.

11.20 with 1.40

G 7, 1.50 with

2.10 G7, 5.00

with 7.00 G1.

Painsec Jun.:
11.58 with 12.02

G2, 6.00 with

6.00 G2, runs
through without

change.

Aulac:
with Stage *14.

Amherst:
Dining Rooms.

Maccan:
with Stage *31.

Athol:
with Stage 32.

Sp. Hill Jun.:
2.30 with 3.10 K1.

Thomson:
with Stage *33.

Greenville:
with Stages *34,

*35.

Wentworth:
with Stage *36.

Londonderry
with Stage *37.

Debert:
with Stage *38.

Truro:
Dining Rooms.

4.45 with 4.50 G5;

7.15 with 10.45

G5, & Stage *39.

Shubena'adie
with Stage *40.

Windsor Jun.
8.21 with 8-24 &

8.50 O2; 1.05 with
4.00 O 2.

Halifax:
Weekly Steamers
of the Allan

G1.

ST. JOHN TO HALIFAX—Continued.

G1.

| Fares from St. John. | Miles. | STATIONS. | Halifax Day Exp. | Quebec and Halifax Night Exp. | Halifax and Truro Accom'd'n | Pictou and Halifax Accom'd'n | CONNECTIONS, ETC., ETC. |
|-------------------------|--------|----------------------|---------------------|-------------------------------------|-----------------------------------|------------------------------------|----------------------------|
| \$5 59 | 248 | Enfield, | 6.19 | 8.49 | 7.48 | 12.29 | Line to and from |
| 5 64 | 250 | Oakfield, | 6.27 | 8.55 | 7.55 | 12.37 | Liverpool; with |
| 5 65 | 252 | Grand Lake, | 6.32 | 8.59 | 8.00 | 12.42 | Cunard Line |
| 5 68 | 255 | Wellington, | 6.36 | 9.04 | 8.04 | 12.47 | (monthly) for |
| 5 81 | 263 | Windsor June. | 6.53 | 9.22 | 8.21 | 1.05 | Bermuda & Ja- |
| 5 83 | 265 | Rocky Lake, | 6.59 | 9.28 | 8.29 | 1.13 | maica; and with |
| 5 88 | 268 | Bedford, | 7.04 | 9.35 | 8.35 | 1.25 | Brazilian S.S.Co. |
| 5 96 | 272 | Four Mile House, | 7.18 | 9.48 | 8.49 | 1.40 | (monthly) for |
| 6 00 | 276 | Richmond, | 7.28 | 9.57 | 8.57 | 1.52 | West Indies and |
| 6 00 | 277 | Halifax, | 7.30 | 10.00 | 9.00 | 1.55 | Ports in Brazil; |
| | | | P. M. | A. M. | A. M. | P. M. | & Stage *41,*42. |

INTERCOLONIAL RAILWAY.

G3.

POINT DU CHENE BRANCH.

G2.

| Accom. | Express | Express | Miles. | STATIONS. | Fares from St. John | Miles. | Express | Express | Accom. |
|-------------|--------------|-------------|--------|------------------------|------------------------|--------|--------------|---------|--------|
| A. M. | A. M. | P. M. | | | | | P. M. | P. M. | P. M. |
| 7.45 | 11.45 | 3.15 | 11 | Painsec June. | | | | | |
| 7.31 | 11.30 | 3.00 | 6 | Dorchester Road, | \$2 88 | 0 | 12.02 | 3.35 | 6.00 |
| 7.18 | 11.20 | 2.50 | 2 | Shediac, | 3 00 | 5 | 12.17 | 3.50 | 6.15 |
| 7.10 | 11.15 | 2.45 | 0 | Point du Chene, | 3 00 | 9 | 12 27 | 4.00 | 6.25 |
| | | | | | 3 09 | 11 | 12.32 | 4.05 | 6.35 |

Connections: At Painsec, 7.45 runs through to St. John without change; 11.45 with 11.58 G1; 3.15 with 3.22 G4; at Shediac, 12.27 with Stage *10; at Point du Chene, 12.32 with Sm. (Sm. connects with 2.45). There is no connection at Painsec either way with the night trains.

H. HORTON,

26 Charlotte Street, Young Men's Christian Association Building,

SAINT JOHN, N. B.

IMPORTER OF ALL KINDS OF

HARNES TRIMMINGS,

SADDLES, BRIDLES,

Martingales, Whips, Whip Thongs, Horse Brushes, Curry Cards and Combs, Hames, Bits, Spurs, Halters, Rein, Girth, and Roller Webbing, Light and Heavy Collar Felt, Patent Leather, Collar Cloth, Horse Blankets, Lap Robes, Enamel Cloth, Harness Leather, Harness Blacking, Saddlers' Tools, Axle Grease, Sponges, Fly Terrets, Zinc Collar Pads, etc.
Offers the above, together with a Large Variety of Articles not enumerated, Cheap for Cash, or approved paper. Large Discount to Wholesale Purchasers.

HARNES AND COLLARS

On hand and made to order.

Prompt Attention to Orders.

INTERCOLONIAL RAILWAY.

G 4.

HALIFAX TO ST. JOHN.

G 4.

| Farce from St. John. | Miles. | STATIONS. | St. John Day Expr. | Quebec and St. John Night Expr. | Truro Accom'd'n. | Pictou Accom'd'n. | CONNECTIONS, ETC., ETC. |
|-------------------------|--------|-------------------------|-----------------------|---------------------------------------|----------------------------------|----------------------|---|
| \$6 00 | 0 | Halifax, Leave | A. M. 8.10 | P. M. 6.15 | P. M. 4.45 | P. M. 12.55 | Shubenacadie: stage *40. |
| 6 00 | 1 | Richmond, | 8.13 | 6.18 | 4.48 | 1.00 | |
| 5 96 | 5 | Four Mile House, | 8.23 | 6.27 | 4.58 | 1.12 | |
| 5 88 | 9 | Bedford, | 8.35 | 6.40 | 5.10 | 1.25 | |
| 5 83 | 11 | Rocky Lake, | 8.41 | 6.48 | 5.18 | 1.35 | Truro: <i>Dining Rooms.</i> |
| 5 81 | 14 | Windsor Junc., | 8.45 | 6.53 | 5.24 | 1.42 | 10.30 with 10.45 |
| 5 68 | 22 | Wellington, | 9.04 | 7.10 | 5.43 | 2.07 | G 5, 4.20 with 4.50 |
| 5 65 | 24 | Grand Lake, | 9.08 | 7.14 | 5.47 | 2.14 | G 5 runs thro. |
| 5 64 | 26 | Oakfield, | 9.12 | 7.18 | 5.53 | 2.20 | without change, |
| 5 59 | 29 | Enfield, | 9.19 | 7.24 | 6.00 | 2.30 | stage *39. |
| 5 55 | 31 | Elmsdale, | 9.24 | 7.29 | 6.15 | 2.38 | Debert: stage *38. |
| 5 45 | 36 | Milford, | 9.35 | 7.42 | 6.30 | 2.53 | |
| 5 39 | 40 | Shubenacadie, | 9.43 | 7.51 | 6.40 | 3.10 | Londonderry stage *37. |
| 5 30 | 45 | Stewiacke, | 9.55 | 8.02 | 6.53 | 3.25 | |
| 5 25 | 49 | Polly Bog, | 10.03 | 8.12 | 7.04 | 3.38 | Wentworth: stage *36. |
| 5 15 | 54 | Brookfield, | 10.13 | 8.22 | 7.16 | 3.54 | |
| 5 10 | 58 | Johnson, | 10.22 | 8.31 | 7.25 | 4.07 | Greenville: stages *34, *35. |
| 5 02 | 62 | Truro, { Arrive | 10.30 | 8.40 | 7.35 | 4.20 | |
| 4 90 | 70 | Belmont, | 10.40 | 8.55 | ..... | (See | Thomson: stage *33. |
| 4 82 | 74 | Debert, | 11.06 | 9.12 | ..... | G 5.) | Spring Hill: 12.55 with K 1— 3.10. |
| 4 72 | 79 | East Mines, | 11.11 | ..... | ..... | ..... |  |
| 4 56 | 87 | Londonderry, | 11.18 | 9.32 | ..... | ..... | Maccan: stage *31. |
| 4 51 | 91 | Polly Lake, | 11.35 | 9.48 | ..... | ..... | Amherst: <i>Dining Rooms.</i> |
| 4 45 | 95 | Wentworth, | 11.45 | 9.58 | ..... | ..... | Aulac: stage *14. |
| 4 44 | 97 | Westchester, | 11.55 | 10.08 | ..... | ..... | Painsec Junc. 10.45 with 12.02 G 2, 3.22 with 3.35 G 2. |
| 4 34 | 104 | Greenville, | 11.58 | 10.10 | ..... | ..... | Moncton: <i>Dining Rooms,</i> 1.32 with 2.10 G 7, 11.15 and 8.15 with 11.40 G 7. |
| 4 27 | 108 | Thomson, | P. M. 12.13 | 10.25 | Spr. Hill & Monct'n accom. | ..... | Salisbury: 9.22 with 11.15 A 1. |
| 4 24 | 111 | Oxford, | 12.22 | 10.33 | ..... | ..... | Petitcodiac: 9.51 with 10.30 C. |
| 4 20 | 115 | River Phillip, | 12.28 | 10.40 | ..... | ..... | Sussex: <i>Dining Rooms.</i> |
| 4 09 | 122 | Salt Springs, | 12.35 | 10.48 | A. M. 7.00 | ..... | Hampton: 12.11 with 1.30 M 1, (see table). |
| 4 00 | 127 | Spring Hill, | 12.53 | 11.08 | ..... | ..... | Rothsay: stage *6. |
| 3 92 | 131 | Athol, | 1.06 | 11.18 | ..... | ..... |  |
| 3 84 | 133 | Maccan, | 1.14 | 11.27 | ..... | ..... |  |
| 3 76 | 139 | Nappan, | 1.21 | 11.35 | ..... | ..... |  |
| | | Amherst, { Arr. | 1.30 | 11.45 | ..... | ..... |  |
| | | { Leave | 1.50 | 11.50 | ..... | ..... |  |
| 3 64 | 145 | Aulac, | 2.04 | A. M. 12.00 | ..... | ..... |  |
| 3 56 | 148 | Sackville, | 2.12 | 12.12 | 8.34 | ..... |  |
| 3 24 | 160 | Dorchester, | 2.40 | 12.36 | 8.48 | ..... |  |
| 3 15 | 165 | Rockland, | 2.45 | 12.42 | 9.33 | ..... |  |
| 3 00 | 168 | Memramcook, | 2.54 | 12.51 | 9.43 | ..... |  |
| 2 88 | 180 | Painsec Junc., | 3.22 | 1.16 | 10.00 | ..... |  |
| 2 67 | 188 | Moncton, { Arr. | 3.40 | 1.32 | 10.45 | ..... |  |
| 2 37 | 197 | { Leave | 3.50 | 2.45 | 11.15 | ..... |  |
| 2 28 | 201 | Boundary Creek, | 4.12 | 3.07 | ..... | ..... |  |
| 2 13 | 205 | Salisbury, | 4.18 | 3.13 | ..... | ..... |  |
| 1 98 | 211 | Pollet River, | 4.32 | 3.25 | ..... | ..... |  |
| 1 80 | 217 | Petitcodiac, | 4.42 | 3.37 | ..... | ..... |  |
| 1 53 | 226 | Anagance, | 4.53 | ..... | Saint | ..... |  |
| 1 32 | 233 | Penobsquis, | 5.13 | ..... | John | ..... |  |
| 1 17 | 238 | Sussex, { Arrive | 5.80 | ..... | Expr. | ..... |  |
| 0 99 | 244 | { Leave | 5.45 | 4.25 | A. M. 7.00 | 11.07 | |
| 0 81 | 250 | Apoahqui, | 5.55 | ..... | 7.12 | 11.20 | |
| 0 78 | 251 | Norton, | 6.08 | ..... | 7.30 | 11.40 | |
| | | Bloomfield, | 7.21 | ..... | 7.45 | 11.56 | |
| | | Passekeag, | 6.23 | ..... | 7.48 | 11.59 | |

AY.

G4.

CONNECTIONS,
ETC., ETC.

Shubenacadie:
stage *40.

Truro:

Dining Rooms.

10.30 with 10.45

G5, 4.20 with 4.50

G5 runs thro.

without change,

stage *39.

Debert:

stage *38.

Londonderry

stage *37.

Wentworth:

stage *36.

Greenville:

stages *34, *35.

Thomson:

stage *33.

Spring Hill:

12.55 with K 1—

3.10.

Maccan:

stage *31.

Amherst:

Dining Rooms.

Aulac:

stage *14.

Painsec June.

10.45 with 12.02

G2, 3.22 with 3.35

G 2.

Moncton:

Dining Rooms.

1.32 with 2.10 G7,

11.15 and 8.15

with 11.40 G7.

Salisbury:

9.22 with 11.15

A 1.

Petitcodiac:

9.51 with 10.30 C.

Sussex:

Dining Rooms.

Hampton:

12.11 with 1.30

M1, (see table).

Rothsay:

stage *6.

Halifax to St. John.—Continued.

G4.

| Fares from St. John. | Miles. | STATIONS. | St. John Day Expr. | Quebec and St. John Night Expr. | St. John Express. | St. John Accommod'n | CONNECTIONS, ETC., ETC. |
|-------------------------|--------|--------------|-----------------------|---------------------------------------|----------------------|------------------------|--|
| \$0 66 | 255 | Hampton, | P. M. | A. M. | A. M. | P. M. | St. John: see condensed time tables. |
| 0 61 | 260 | Nauwigewauk, | 6.32 | 5.13 | 7.58 | 12.11 | |
| 0 36 | 262 | Quispamsis, | 6.44 | ..... | 8.13 | 12.26 | Trains run on I. C. R. time. See G7 and 8. |
| 0 27 | 268 | Rothsay, | 6.54 | 5.35 | 8.25 | 12.40 | |
| 0 21 | 269 | Riverside, | 7.02 | 5.42 | 8.36 | 12.48 | |
| 0 18 | 270 | Torreyburn, | 7.07 | 5.45 | 8.42 | 12.54 | |
| 0 12 | 273 | Brookville, | 7.10 | 5.47 | 8.46 | 11.57 | |
| 0 09 | 274 | Coldbrook, | 7.17 | 5.52 | 8.53 | 1.06 | |
| | 277 | St. John, | 7.20 | ..... | 8.57 | 1.07 | |
| | | | 7.30 | 6.00 | 9.05 | 1.15 | |
| | | | P. M. | A. M. | A. M. | P. M. | |

INTERCOLONIAL RAILWAY.

PICTOU BRANCH.

G6.—Read Up.

Read Down.—G5.

| Accom. | Accom. | Expr. | Miles. | STATIONS. | Fares from St. John | Miles. | Expr. | Accom. | Accom. |
|--------|--------|-------|--------|-----------------|---------------------------|--------|-------|--------|--------|
| P. M. | A. M. | P. M. | | | | | A. M. | P. M. | A. M. |
| 9.22 | 10.10 | 4.25 | 52 | Truro, Leave | \$5 02 | 0 | 10.45 | 4.50 | 5.45 |
| 9.06 | 9.54 | 4.12 | 48 | Valley, | 5 10 | 4 | 10.58 | 5.07 | 6.01 |
| 8.48 | 9.36 | 4.00 | 43 | Union, | 5 17 | 9 | 11.10 | 5.29 | 6.22 |
| 8.32 | 9.20 | 3.48 | 39 | Riversdale, | 5 25 | 13 | 11.22 | 5.46 | 6.38 |
| 8.00 | 8.48 | 3.25 | 31 | West River, | 5 35 | 21 | 11.45 | 6.19 | 7.09 |
| 7.36 | 8.24 | 3.08 | 24 | Glengarry, | 5 49 | 28 | 12.01 | 6.45 | 7.34 |
| 7.12 | 8.00 | 2.50 | 17 | Hopewell, | 5 61 | 35 | 12.20 | 7.12 | 8.10 |
| 6.28 | 7.48 | 2.38 | 12 | Stellarton, | 5 66 | 40 | 12.32 | 7.35 | 8.33 |
| 6.10 | 7.28 | 2.30 | 9 | New Glasgow, | 5 72 | 43 | 12.40 | 7.51 | 8.55 |
| 5.30 | 6.45 | 2.10 | 1 | Pictou Landing, | 5 84 | 51 | 1.00 | 8.20 | 9.30 |
| 5.15 | 6.30 | 1.55 | 0 | Pictou (Ferry), | 5 86 | 52 | 1.15 | 8.35 | 9.45 |
| P. M. | A. M. | P. M. | | | | | P. M. | P. M. | A. M. |

Connections:—At Truro 4.25 with 5.00 G1; 10.10 with 10.40 G4, 10.55 G1 (no change), and stage *39. At New Glasgow, 12.40 with 1.10 F1; 2.30 with 4.00 F1. At Pictou Landing, 1.00 with 8m, and Steamer for Magdalen Islands on Mondays.

HOPKINS' ENGLISH SAUSAGE SHOP and MEAT STORE.

English Brawn, **PRESSED** CORNED BEEF,
BOLOGNAS, BEEF TONGUE,
Sausages, Sausage
Casings, Lard, Pork, **MEATS**, PUT UP IN
TIN FOIL.

Bacon, Sugar Cured Hams, Fowls, Game, Vegetables etc.

MINCE MEAT Put up in tins, and WARRANTED to keep fresh
for years. WHOLESALE and RETAIL.

JOHN HOPKINS,
186 Union Street, St. John, N. B.

(K)

INTERCOLONIAL RAILWAY.

QUEBEC, ST. JOHN AND HALIFAX.

G8. WEST—Read Up.

EAST—Read Down. **G7.**

| Expr. | Mix'd | Miles | STATIONS. | Fares from St. John. | Miles | Mix'd | Expr. | Connections. |
|----------------------|----------------------|-------|--|----------------------|-------|----------------|----------------|------------------------------|
| A. M. 10.00 | | | Halifax, | | | 6.15 | P. M. 1.55 | At Halifax See G1. |
| A. M. 6.00 | P. M. 7.30 | | St. John, | | | A. M. 7.55 | P. M. 10.30 | St. John, see Con. Te. Tabl. |
| A. M. 3.05 | P. M. 3.30 | 499 | Moncton, <i>Lv.</i> | \$2 67 | 0 | A. M. 2.10 | A. M. 11.40 | At Moncton |
| ..... | 3.08 | 491 | Berry's Mills, | 2 91 | 8 | ..... | 12 pm | Dining Room |
| ..... | 2.32 | 480 | Canaan, | 3 00 | 19 | ..... | 12.37 | 2.05 with 2.35 |
| ..... | 2.08 | 471 | Coal Branch, | 3 27 | 28 | ..... | 1.02 | G1, & 2.45 G4; |
| 12.56 | 1.45 | 462 | Weldford, | 3 54 | 37 | ..... | 1.45 | and 3.30 with |
| 12.38 | 1.00 | 453 | Kent Junction, | 3 70 | 46 | ..... | 2.15 | 3.50 G4, & 5.30 |
| ..... | 12.28 | 442 | Rogersville, | 3 94 | 57 | ..... | 2.47 | and 7.00 G1. |
| A. M. | P. M. | | Barnaby River, | 4 15 | 68 | ..... | 3.23 | At Weldford |
| 11.46 | 11.43 | 427 | Chatham Junc. | 4 20 | 72 | 4.34 | 3.45 | 1.45 with stage |
| ..... | 11.23 | 424 | Derby, | 4 23 | 75 | 4.55 | 3.54 | *11 |
| ..... | 11.15 | 421 | Newcastle, | 4 27 | 78 | ..... | 4.18 | At Chatham |
| ..... | 10.32 | 411 | Beaver Brook, | 4 41 | 88 | ..... | 4.47 | Junction, all |
| ..... | 10.00 | 400 | Bartibogue, | 4 55 | 99 | ..... | 5.18 | trains with B. |
| 10.17 | 9.32 | 390 | Red Pine, | 4 74 | 109 | ..... | 5.46 | At Newcastle |
| 9.50 | 8.55 | 377 | Bathurst, | 4 96 | 122 | ..... | 6.23 | 4.55 with stage |
| 9.27 | 8.12 | 365 | Petite Roche, | 5 17 | 134 | ..... | 6.46 | *12. |
| 9.10 | 7.48 | 357 | Belledune, | 5 30 | 142 | ..... | 7.02 | At Campbellton |
| 8.52 | 7.20 | 348 | Jacquet River, | 5 46 | 151 | ..... | 7.20 | Dining Room |
| 8.32 | 6.41 | 339 | New Mills, | 5 62 | 161 | ..... | 7.38 | Wed. and Sat. |
| 8.20 | 6.23 | 333 | Charlo, | 5 70 | 167 | ..... | 7.50 | with Str. for |
| 8.00 | 5.55 | 323 | Dalhousie, | 5 86 | 177 | ..... | 8.10 | Gaspe. |
| 7.43 | 5.30 | | <i>Lv.</i> } Camp- { <i>Ar.</i> | 5 98 | 185 | 8.30 | A. M. | AT |
| 7.23 | A. M. | 314 | <i>Ar.</i> } bellton, { <i>Lv.</i> | 6 22 | 198 | 8.50 | 6.15 | Rimouski, |
| 6.55 | 5.55 | 301 | <i>Lv.</i> } Metapediac, { <i>Ar.</i> | 7 75 | 291 | 9.17 | 7.00 | with Strs. for |
| 3.42 | 12.35 | 209 | <i>Ar.</i> } St. Flavie, { <i>Lv.</i> | 7 98 | 309 | P. M. 12.45 | P. M. 12.55 | Europe. At |
| 3.37 | P. M. | 191 | <i>Lv.</i> } Rimouski, { <i>Ar.</i> | 9 08 | 347 | 1.17 | 1.52 | Trois Pistols |
| 3.07 | 11.21 | 152 | <i>Ar.</i> } Trois { <i>Lv.</i> | 9 71 | 368 | 2.30 | ..... | Dining Room |
| 1.47 | 9.05 | 131 | <i>Lv.</i> } Pistoles { <i>Ar.</i> | 9 89 | 374 | 2.50 | 4.25 | Chaudiere |
| 1.22 | ..... | 125 | <i>Ar.</i> } Cacouna, { <i>Lv.</i> | 12 47 | 492 | 3.30 | 5.45 | Dining Room |
| 12.41 | 7.37 | | <i>Lv.</i> } River du Loup, { <i>Ar.</i> | 12 55 | 499 | 3.40 | 5.45 | AT |
| 12.30 | 7.15 | 7 | <i>Ar.</i> } Chaudiere Curve { <i>Lv.</i> | | | 3.55 | 8.00 | Point Levi, |
| P. M. | A. M. | 0 | <i>Ar.</i> } Point Levi, { <i>Ar.</i> | | | 8.05 | 4.40 | with ferry for |
| 8.31 | 8.10 | | | | | 8.20 | 5.15 | Quebec and |
| 8.16 | 7.55 | | | | | 8.35 | 5.15 | Steamers for |
| 8.00 | 7.35 | | | | | | | Europe and |
| A. M. | P. M. | | | | | | | Railways to |
| | | | | | | | | all points in |
| | | | | | | | | U.S. & Canada. |

Pullman Cars on all Express Trains between Quebec and Moncton—running through to St. John on Tuesday, Thursday and Saturday, and to Halifax on Sunday, Wednesday and Friday—leaving St. John Tuesday, Thursday and Saturday, and Halifax Monday, Wednesday and Friday for Montreal.

Train Notes.—Intercolonial Railway time is 5 minutes slower than that of St. John, 15 minutes slower than that of Halifax; and 15 minutes faster than that of Quebec. Express leaving Point Levi on Saturdays runs through to St. John and Halifax Sunday, and those from St. John and Halifax remain over Sunday at Campbellton. Other trains run daily except Sunday.

Head Offices at Moncton, N. B.,

A. BUSBY, General Passenger Agent.

D. POTTINGER, Chief Superintendent.

C. SCHREIBER, Chief Engineer and General Manager Government Railways.

WAY.
X.
 and Down. **G7.**

| Expr. | Connections. |
|-------------|--|
| P. M. 1.55 | At Halifax See G1. |
| P. M. 10.30 | St. John, see Con. Te. Tabl. |
| A. M. 11.40 | At Moncton Dining Room |
| 2 pm 12.37 | 2.05 with 2.35 G1, & 2.45 G4; and 3.30 with 3.50 G4, & 5.30 and 7.00 G1. |
| 1.02 | At Weldford 1.45 with stage |
| 1.45 | *11 |
| 2.15 | At Chatham Junction, all trains with B. |
| 2.47 | At Newcastle 4.55 with stage |
| 3.23 | *12. |
| 3.54 | At Camp'ton Dining Room |
| 4.18 | Wed. and Sat. with Str. for Gaspé. |
| 4.47 | AT Rimouski, with Strs. for Europe. At |
| 5.18 | Trois Pistols Dining Room |
| 5.46 | Chaudière Dining Room |
| 6.33 | AT Point Lévi, with ferry for |
| 7.08 | Quebec and Steamers for |
| 7.30 | Europe and Railways to |
| 7.55 | all points in U.S. & Canada. |
| 8.32 | -running through y, Wednesday and Monday, Wednesday |
| 8.49 | that of St. John, that of Quebec. Halifax Sunday, Other trains run |
| 9.15 | Government Railways. |

F. CLEMENTSON & CO.

Manufacturers, Importers,
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LAMP GOODS. ETC.

Assorted Crates for Country Trade

ALWAYS IN STOCK.

WHOLESALE AND RETAIL.

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Alexandra Saw & File Works,

Corner North and Georges Street,

SAINT JOHN, N. B.

J. F. LAWTON.

Mill, Gang, Circular, Mulay
 Pit, Cross-cut, Hand • Wood **SAWS**

Made to Order, and Guaranteed.

Files Made and Re-Cut.

FOR PRICE LIST AND TERMS SEND ADDRESS.

WINDSOR AND ANNAPOLIS RAILWAY.

02. Going West—Read Up.

Going East—Read Down. 01.

| Expr. | Mixed. | Mixed. | Miles. | STATIONS. | Fares from St. John | Miles. | Mixed. | Mixed. | Expr. |
|-------|--------|--------|--------|---------------------|---------------------|--------|--------|--------|-------|
| P. M. | P. M. | | | | | | | A. M. | P. M. |
| 1.55 | 5.30 | | 130 | Annapolis, | \$2 00 | 0 | | 6.15 | 3.20 |
| 1.35 | 5.04 | | 124 | Round Hill, | 2 25 | 6 | | 6.43 | 2.40 |
| ..... | ..... |  | 120 | Tapperville,* | 2 50 | 10 |  | ..... | ..... |
| 1.15 | 4.38 | | 116 | Bridgetown, | 2 60 | 14 | | 7.11 | 3.00 |
| 1.02 | 4.16 | | 111 | Paradise,* | 2 70 | 19 | | 7.31 | 3.13 |
| 12.53 | 4.02 | | 108 | Lawrencetown, | 2 85 | 22 | | 7.45 | 3.22 |
| 12.35 | 3.38 | | 102 | Middleton, | 2 95 | 28 | | 8.10 | 3.38 |
| 12.22 | 3.05 | | 98 | Wilmot,* | 3 05 | 32 | | 8.28 | 3.50 |
| 12.15 | 2.53 | | 95 | Kingston, | 3 05 | 35 | | 8.42 | 4.00 |
| P. M. | 2.33 | | 90 | Morden Road,* | 3 25 | 40 | | 9.01 | ..... |
| 12.00 | 2.35 | | 88 | Aylesford, | 3 25 | 42 | | 9.17 | 4.17 |
| 11.46 | 2.03 | | 83 | Berwick, | 3 25 | 47 | | 9.40 | 4.31 |
| 11.38 | 1.51 | | 80 | Waterville, | 3 25 | 50 | | 9.55 | 4.39 |
| 11.32 | 1.43 | | 78 | Cambridge,* | 3 25 | 52 | | 10.05 | 4.45 |
| 11.27 | 1.35 | | 76 | Coldbrook, | 3 25 | 54 | | 10.15 | 4.49 |
| 11.15 | 1.15 | P. M. | 71 | } Kentville, { Arr | 3 25 | 59 | A. M. | 10.35 | 5.00 |
| 10.58 | 12.50 | 7.40 | | } Lve | | | 6.15 | 11.15 | 5.12 |
| 10.43 | 12.30 | 7.25 | 66 | Port Williams, | 3 40 | 64 | 6.37 | 11.35 | 5.27 |
| 10.37 | 12.22 | 7.16 | 64 | Wolfville, | 3 50 | 66 | 6.45 | 11.45 | 5.34 |
| 10.25 | 12.05 | 7.03 | 61 | Grand Pre, | 3 50 | 69 | 6.59 | 11.57 | 5.44 |
| | P. M. | | | | | | | P. M. | |
| 10.22 | 12.01 | 6.58 | 60 | Horton Landing,* | 3 60 | 70 | 7.03 | 12.02 | 5.48 |
| 10.16 | 11.53 | 6.43 | 58 | Avonport,* | 3 70 | 72 | 7.10 | 12.10 | 5.53 |
| 10.01 | 11.33 | 6.31 | 53 | Hantsport, | 3 75 | 77 | 7.26 | 12.30 | 6.08 |
| ..... | ..... | 6.19 | 51 | Mount Denson,* | | 79 | ..... | ..... | ..... |
| 9.46 | 11.13 | 6.11 | 50 | Shaw's Bog Siding,* | | 80 | ..... | ..... | ..... |
| 9.40 | 11.05 | 6.03 | 48 | Falmouth, | 4 00 | 82 | 7.42 | 12.46 | 6.19 |
| 9.37 | 10.27 | 5.45 | 46 | } Windsor, { Arr | 4 00 | 84 | 7.50 | 12.55 | 6.30 |
| ..... | ..... | ..... | 43 | } Lve | | | 8.15 | 1.15 | 6.32 |
| 9.23 | 10.09 | 5.25 | 40 | Three Mile Plains,* | | 87 | ..... | ..... | ..... |
| 9.16 | 9.57 | 5.13 | 37 | Newport, | 4 20 | 90 | 8.35 | 1.38 | 6.46 |
| 9.09 | 9.48 | ..... | 34 | Ellershouse, | 4 30 | 93 | 8.50 | 1.51 | 6.54 |
| 8.52 | 9.27 | 4.40 | 27 | Stillwater, | | 96 | ..... | 2.03 | ..... |
| 8.29 | 8.42 | 4.09 | 17 | Mount Uniacke, | 4 60 | 103 | 9.27 | 2.30 | 7.17 |
| 8.22 | 8.30 | 4.00 | 14 | Beaver Bank,* | 4 75 | 113 | 9.56 | 3.05 | 7.40 |
| 8.21 | 7.55 | 3.40 | 14 | } Windsor, { Arr | 4 75 | 116 | 10.05 | 3.20 | 7.47 |
| ..... | ..... | ..... | 12 | } Junction, { Lve | | | 10.15 | 3.40 | 7.50 |
| 8.08 | 7.39 | 3.26 | -9 | Rocky Lake,* | 5 00 | 118 | ..... | ..... | ..... |
| ..... | ..... | ..... | 4 | Bedford, | 5 00 | 121 | 10.32 | 3.58 | 8.03 |
| ..... | 7.15 | 3.03 | 1 | Four Mile House,* | 5 00 | 126 | ..... | ..... | ..... |
| 7.45 | ..... | 3.00 | 0 | Richmond, | 5 00 | 129 | 10.57 | 4.26 | ..... |
| A. M. | A. M. | P. M. | | Halifax, | 5 00 | 130 | 11.00 | 4.30 | 8.25 |
| | | | | | | | A. M. | P. M. | P. M. |

* Flag Stations. Trains run on I. C. R. Time—15 minutes slower than Halifax time.
† Monday, Wednesday and Friday only. ‡ Tuesday, Thursday and Saturday only.

Connections:—at Annapolis, 1.55 and 2.20 p.m., with S.J. daily. 1.55 with St on Mondays, and Stage *43 daily; at Middleton, with *44; at Kentville, with *45 and *46 Mondays and Thursdays; at Port Williams, with *47 daily; at Windsor with Steamer for Parrsboro, and other ports on Basin of Minas; at Newport with *55 daily; at Windsor Junction, going east—3.20 with 5.24 and 6.53 G4, and 10.32 with 1.42 G4.

Refreshment Rooms at Kentville and Windsor.

Kentville, June 15th, 1883.

P. INNES, General Manager.

WANTED, information regarding the location, scenery, business, etc., of every town in the Eastern Provinces, and the location and description of every hunting and fishing resort, how reached, distances from railway stations, accommodations, guides, etc. Postmasters, Station Agents, or any one interested will confer a favor by forwarding such information at the earliest possible date to the publisher of the Guide.

RAILWAY.

—Read Down. **01.**

| Mixed. | Mixed. | Expr. |
|----------|--------|-------|
| A. M. 1 | P. M. | |
| 6.15 | 3.20 | |
| 6.43 | 2.40 | |
| 7.11 | 3.00 | |
| 7.31 | 3.18 | |
| 7.45 | 3.22 | |
| 8.10 | 3.38 | |
| 8.28 | 3.50 | |
| 8.42 | 4.00 | |
| 9.01 | | |
| 9.17 | 4.17 | |
| 9.40 | 4.31 | |
| 9.55 | 4.39 | |
| 10.05 | 4.45 | |
| 10.15 | 4.49 | |
| M. 10.35 | 5.00 | |
| 11.15 | 5.12 | |
| 11.35 | 5.27 | |
| 11.45 | 5.34 | |
| 11.57 | 5.44 | |
| P. M. | | |
| 12.02 | 5.48 | |
| 12.10 | 5.53 | |
| 12.30 | 6.08 | |
| | 6.19 | |
| | 6.24 | |
| | 6.30 | |
| | 6.32 | |
| | 6.46 | |
| | 6.54 | |
| | 2.03 | |
| | 2.30 | |
| | 7.17 | |
| | 7.40 | |
| | 7.47 | |
| | 7.50 | |
| | 8.03 | |
| | 4.26 | |
| | 4.30 | |
| | 8.25 | |
| P. M. | P. M. | |

han Halifax time.
day only.
5 with St on Mon-
with *45 and *46
floor with Steamer
daily; at Win 1-
42 & 4.
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General Manager.
of every town in
unting and fishing
guides, etc. Post-
guarding such infor-

PRINCE EDWARD ISLAND RAILWAY.

P2. READ UP. **P1.** READ DOWN.

| Mixed. | Express. | Miles. | STATIONS. | Fares from St. John. | Miles. | Express. | Mixed. | Connections. |
|--------|----------|--------|---------------------|----------------------|--------|-------------|--------|---|
| P. M. | P. M. | | Arr. Lve. | | | A. M. | A. M. | |
| 3.45 | 8.00 | 117 | Charlottetown, | \$5 00 | 0 | 6.45 | 9.20 | Charlottetown, — With P. E. I. Str. (Sm.) for Pictou, etc., and |
| 3.21 | 7.45 | 112 | Royalty Junct'n, | 5 00 | 5 | 7.00 | 9.55 | with Stage *61, *62, *63 |
| 2.59 | 7.32 | 107 | Milton, | 4 95 | 10 | 7.13 | 10.16 | Royalty Junct. — 9.45 P. 1. or 9.35 P. 1.; and 3.21 P. 2. with 4.15 P. 3. |
| 2.25 | 7.11 | 100 | North Wiltshire, | 4 70 | 17 | 7.35 | 10.50 | Nanumetide, — With P. E. I. Str. (Sm.) and Stage *34. |
| 2.08 | 7.00 | 96 | Hunter River, | 4 60 | 21 | 7.45 | 11.06 | St. Stewart, — 5.05 P. 3. with 5.15 P. 3. & 8.45 P. 6 with 8.65 P. 4. |
| 1.36 | 6.42 | 90 | Elliott's, | 4 40 | 27 | 8.03 | 11.37 | Georgetown, — With P. E. I. Str. (Sm.) and Stage *65. |
| 1.27 | 6.36 | 88 | Bradalbane, | 4 35 | 29 | 8.10 | 11.46 | |
| 1.17 | 6.30 | 85 | County Line, | 4 25 | 32 | 8.15 | 11.58 | |
| 1.01 | 6.19 | 82 | Freetown, | 4 15 | 35 | 8.26 | 12.12 | |
| 12.37 | 6.04 | 76 | Kensington, | 4 00 | 41 | 8.40 | 12.37 | |
| 12.18 | | 72 | New Annan, | 3 90 | 45 | | 12.56 | |
| 12.00 | 5.40 | 68 | Lv. } Sum- { Ar. | 3 75 | 49 | 9.05 | 1.15 | |
| 11.30 | 5.15 | 63 | Ar. } merside { Lv. | 3 90 | 54 | 9.25 | 1.45 | |
| 11.04 | 5.00 | 56 | Miscoche, | 3 80 | 61 | 9.40 | 2.08 | |
| 10.35 | 4.42 | 52 | Wellington, | 4 10 | 61 | 9.59 | 2.37 | |
| 10.12 | 4.28 | 52 | Richmond, | 4 25 | 65 | 10.12 | 3.00 | |
| 9.43 | 4.13 | 46 | Port Hill, | 4 40 | 71 | 10.28 | 3.22 | |
| 9.35 | 4.08 | 45 | Ellerslie, | 4 45 | 72 | 10.33 | 3.30 | |
| 9.16 | 3.55 | 40 | Conway, | 4 60 | 77 | 10.45 | 3.55 | |
| 9.01 | 3.47 | 37 | Portage, | 4 70 | 80 | 10.55 | 4.11 | |
| 8.35 | 3.31 | 31 | Brae, | 4 85 | 86 | 11.10 | 4.37 | |
| 8.20 | 3.22 | 28 | O'Leary, | 4 95 | 89 | 11.20 | 4.55 | |
| 7.54 | 3.05 | 22 | Bloomfield, | 5 10 | 95 | 11.38 | 5.20 | |
| 7.30 | 2.49 | 17 | Elmsdale, | 5 25 | 100 | 11.52 | 5.44 | |
| 7.15 | 2.38 | 13 | Alberton, | 5 40 | 104 | P. M. 12.05 | 6.20 | |
| 6.38 | 2.26 | 9 | Montrose, | 5 50 | 108 | 12.15 | 6.40 | |
| 6.20 | 2.13 | 5 | De Blois, | 5 65 | 112 | 12.27 | 7.00 | |
| 6.00 | 2.00 | 0 | Tignish, | 5 80 | 117 | 12.40 | 7.20 | |
| | | | Lve. Arr. | | | | | |

CHARLOTTETOWN, GEORGETOWN AND SOURIS.

P4.—Read Up. Read Down.—**P3.** **P6.**—Read Up. Read Down.—**P5.**

| Express. | Miles. | STATIONS. | Fares from St. John. | Miles. | Express. | Express. | Miles. | STATIONS. | Fares from St. John. | Miles. | Express. |
|----------|--------|-----------------|----------------------|--------|----------|----------|--------|--------------|----------------------|--------|----------|
| A. M. | | Ar. Lve. | | | P. M. | A. M. | | Ar. Lve. | | | P. M. |
| 10.00 | 46 | Char'town. | \$5 00 | 0 | 4.00 | 10.00 | 60 | Char'town. | \$5 00 | 0 | 4.00 |
| 9.45 | 41 | Royalty Jn'. | 5 00 | 5 | 4.15 | 8.45 | 38 | Mt. Stewart, | 5 50 | 22 | 5.15 |
| 9.35 | 37 | York, | 5 10 | 9 | 4.27 | | 34 | Douglass, | 5 60 | 26 | |
| 9.10 | 32 | Bedford, | 5 25 | 14 | 4.40 | | 30 | Lot 40, | 5 75 | 30 | |
| 9.12 | 29 | Tracadie, | 5 35 | 17 | 4.48 | 8.16 | 29 | Morell, | 5 80 | 31 | 5.44 |
| 8.55 | 24 | Mt. St'wt { Ar. | 5 50 | 22 | 5.05 | | 27 | Marie, | 5 85 | 33 | |
| 8.45 | | Lv. { | | | | 7.55 | 21 | St. Peter's, | 6 00 | 39 | |
| 8.37 | 21 | Pisquid, | 5 60 | 25 | 5.15 | 7.44 | 18 | Ashton, | 6 10 | 42 | 6.04 |
| 8.22 | 17 | Peakes, | 5 75 | 29 | 5.38 | 7.34 | 14 | Selkirk, | 6 20 | 46 | 6.16 |
| 8.16 | 15 | Baldwin's, | 5 80 | 31 | 5.44 | 7.22 | 10 | Bear River, | 6 35 | 50 | 6.39 |
| 8.03 | 10 | Perth, | 5 90 | 36 | 5.57 | 7.14 | 8 | New Zealand | 6 40 | 52 | 6.48 |
| 7.49 | 6 | Cardigan, | 6 05 | 40 | 6.11 | 7.05 | 5 | Harmony, | 6 50 | 55 | 6.55 |
| 7.30 | 0 | Georg'town, | 6 25 | 46 | 6.30 | 6.50 | 0 | Souris, | 6 65 | 60 | 7.10 |

Trains run daily (except Sunday), and on Charlottetown time.
Head Offices at Charlottetown.
JAMES COLEMAN, Superintendent.

INTERNATIONAL HOTEL,

Corner Germain and Union Streets,
SAINT JOHN, N. B.

NEWLY FURNISHED AND RE-PAINTED.
Electric Bell in Every Room. Hot and Cold Water Baths.
SAMPLE ROOMS FREE.

R. S. HYKE, Proprietor.

FREDERICTON RAILWAY.

D2.

Leave Fredericton.

7.30. a. m. Express for St. John and Way Stations Runs through without change (see J1, 8.47). Connects at Fredericton Junction with Fast Express for the West; at St. John with 11.55 G1.

9.15. a. m. Express for Fredericton Junction, connects with 10.25 J2.

2.00. p. m. Express for Fredericton Junction, connects with 3.00 J1.

D1.

Leave Fredericton Junction.

10.20. a. m. Express for Fredericton. Fast Express and 10.25 J2 connect with this train.

3.20, p. m. Express for Fredericton. 3.00 J1 and Freight connect with this train.

4.30. p. m. Express from St. John, (see J2) leaves Fredericton Junction about 7.00. Runs one hour behind the regular time on Saturdays.

HEAD OFFICES AT FREDERICTON.

THOMAS TEMPLE, President,

FRED. B. EDGEcombe, Superintendent.

MARITIME Steam Lithographic Co.

L. D. CLARKE, Manager.

ENGRAVERS AND STEAM PRINTERS.

Cards, Circulars, Show Cards, Maps, Plans, Debentures,
Stock Certificates, Bill Heads, Letter Heads, and
every description of Lithographic Work.

Execution Prompt, and Work First-Class.

Estimates and Sketches on Application.

Branch at
HALIFAX, N. S.

Head Office:
30 DOCK STREET, ST. JOHN.

TEL,
Streets,

ED.
old Water Baths.
Proprietor.

WAY.

as through without
cton Junction with

with 10.35 J2.

as with 3.00 J1.

and 10.35 J2 con-

Freight connect with

ndericton Junction
on Saturdays.

IBE, Superintendent.

e Co.

TERS.

Debentures,
s, and
k.

s on Application.

ST. JOHN.

NEW BRUNSWICK RAILWAY.

SAINT JOHN DIVISION.

J1. Vanceboro to St. John.
East—Read Up.

St. John to Vanceboro. J2.
West—Read Down.

| From Accom. | Day Expr. | Night Expr. | Miles | STATIONS. | Fares from St. John | Miles | Day Expr. | Night Expr. | From Accom. |
|----------------|----------------|----------------|--------|------------------------|---------------------------|--------|----------------|----------------|----------------|
| A. M. 10.45 | P. M. 5.30 | A. M. 6.30 | 91 1/2 | St. John, | | | A. M. 8.15 | P. M. 9.00 | P. M. 4.30 |
| | 5.15 | 6.15 | 91 | Carleton, | \$0 03 | 0 | 8.30 | 9.10 | 4.40 |
| 10.30 | 5.05 | ..... | 88 | Bay Shore, | 0 12 | 3 | ..... | ..... | 4.50 |
| 10.25 | 5.00 | ..... | 87 | Fairville, | 0 19 | 4 | 8.45 | 9.30 | 5.00 |
| 10.19 | 4.54 | 5.54 | 85 | South Bay, | 0 23 | 6 | 8.50 | 9.36 | 5.06 |
| 10.14 | 4.47 | 5.48 | 83 | Sutton, | 0 28 | 8 | 8.56 | 9.43 | 5.12 |
| 10.08 | 4.39 | 5.41 | 80 | Grand Bay, | 0 33 | 11 | 9 02 | 9.51 | 5.20 |
| 9.58 | 4.28 | 5.31 | 76 | Westfield, | 0 48 | 15 | 9.13 | 10.01 | 5.30 |
| 9.49 | 4.16 | 5.20 | 72 | Nerepis, | 0 63 | 20 | 9.22 | 10.18 | 5.41 |
| ..... | ..... | ..... | 69 | Eagle Rock, | | 22 | ..... | ..... | ..... |
| 9.35 | 4.00 | 5.06 | 66 | Welsford, | 0 78 | 25 | 9.35 | 10.27 | 5 57 |
| 9.26 | 3.48 | 4.35 | 62 | Clarendon, | 0 93 | 30 | 9.45 | 10.37 | 6.06 |
| 9.18 | 3.38 | 4.47 | 58 | Gaspereaux, | 1 03 | 33 | 9.54 | 10.46 | 6.15 |
| 9.12 | 3.31 | 4.38 | 56 | Ennisville, | 1 13 | 36 | 10.00 | 10.55 | 6.22 |
| 9.05 | 3.23 | 4.32 | 53 | Hoyt, | 1 23 | 38 | 10.07 | 11.01 | 6.30 |
| 8.58 | 3.13 | 4.24 | 50 | South Branch, | 1 28 | 42 | 10.15 | 11.06 | 6.38 |
| 8.47 | 3.00 | 4.13 | 45 | Ftton Junction, | 1 33 | 46 | 10.25 | 11.20 | 6.50 |
| (See D2) | 2.50 | 4.04 | 42 | Tracy, | 1 48 | 49 | 10.34 | 11.29 | (See D1) |
| | 2.16 | 3.35 | 30 | Cork, | 1 93 | 61 | 11.02 | 12. am | |
| | 2.01 | 3.22 | 25 | Harvey, | 2 13 | 66 | 11.14 | 12.15 | |
| | 1.46 | 3.08 | 19 | Prince William, | 2 28 | 72 | 11.28 | 12.29 | |
| | 1.33 | 2.57 | 15 | Maguadavic, | 2 48 | 76 | 11.33 | 12.40 | |
| | 1.06 | 2.34 | 6 | McAdam June. | 2 83 | 85 | 12.00 | 1.10 | |
| ..... | ..... | ..... | 1 1/2 | St. Croix, | | 91 | P. M. 12.15 | ..... |  |
| 12.45 | 2.20 | ..... | 0 | Vanceboro, | 3 03 | 91 1/2 | 12.15 | 1.30 | |
| P. M. | A. M. | | | | | | P. M. | A. M. | |
| Leave | P. M. 6.30 | P. M. 10.00 | 35 1/2 | Bangor, | Arr. \| 5 00 | 206 | P. M. 7.05 | ..... |  |
| Leave | P. M. 11.15 | P. M. 5.10 | 116 | Portland, | Arr. \| 6 00 | 342 | A. M. 1.50 | P. M. 12.45 | |
| Leave | P. M. 7.00 | P. M. 12.30 | 0 | Boston, | Arr. \| 8 00 | 457 | A. M. 6.30 | P. M. 4.55 | |

| Through rates.

BOSTON FAST EXPRESS leaves St. John 7.00 A. M., Carleton 7.10, Fairville 7.25, Fredericton Junction 8.47, McAdam Junction 10.08, and arrives at Vanceboro at 10.20, Bangor 1.40 P. M., Portland 6.15 P. M., Boston 10.00 P. M. This train makes no stoppages between St. John and Vanceboro, other than those named.

Freight (with passengers) leaves Carleton 10.00 A. M., Fairville 10.40, Westfield 11.37, Welsford 12.25, Fredericton Junction 2.20, and arrives at McAdam 5.35 P. M. *Returning,* leaves McAdam at 12 noon, Fredericton Junction 2.30, Welsford 4.05, Westfield 4.56, Grand Bay 5.20, Fairville 6.05, Bay Shore 6.15, and arrives in Carleton at 6.25 P. M.

Train Notes.—Trains run on St. John time. † Daily, except Saturday. ‡ Daily, except Monday. All other trains daily, except Sunday. * Leaves at 5.30 P. M. on Saturdays.

Connections. West J2, at Fairville 8.45, *4; at Fredericton Junction, 10.25 with 10.30 D1, and 6.50 with 6.55 D1, runs through without change; at McAdam Junction, 10.08 with 11.00 J7, 12.00 with 1.00 J7, 1.00 J6, and 1.20 J4; 1.05 with 3.00 J7, and 3.00 J6; at Vanceboro, close connection with Maine Central Railway, each way. East at McAdam, 1.00, with 1.00 J6, 1.00 J7 and 1.20 J4; 2.34 with 3.00 J6 and 3.00 J7; at Fredericton Junction, 3.00 with 3.20 D1; at St. John, see Condensed Time Tables.

Dining Rooms at Vanceboro and McAdam.

ISAAC BURPEE, Vice-President; N. T. GREATHEAD, General Ticket Agent, St. John. E. R. BURPEE, General Manager; JOHN STEWART, Train Superintendent, Woodstock.

NEW BRUNSWICK RAILWAY.

J6. SOUTH.

St. Stephen and McAdam Junction.

NORTH. J5.

| Express | Accom. | Miles. | STATION. | Fares from St. John | Miles. | Express | Express | Accom. |
|---------|--------|--------|-------------------------|---------------------|--------|---------|---------|--------|
| P. M. | A. M. | | | | | A. M. | A. M. | P. M. |
| 3.00 | 5.30 | 34 | St. Stephen, | \$2 50 | 0 | 7.30 | 10.30 | 10.00 |
| 2.40 | 5.10 | 29 | Maxwell's,* | 2 50 | 5 | 7.45 | 10.47 | 10.20 |
| 2.25 | 4.45 | 26 | Moore's Mills,* | 2 50 | 8 | 8.00 | 11.00 | 10.35 |
| 2.05 | 4.20 | 19 | Meadows,* | 2 50 | 15 | 8.22 | 11.20 | 10.55 |
| 1.45 | 4.00 | | Ar. } Watt Junct. { Ar. | 2 50 | 19 | 8.40 | 11.40 | 11.10 |
| 1.42 | 3.50 | 15 | Le. } | | | 8.45 | 11.45 | 11.20 |
| 1.38 | 3.45 | 14 | Lawrence,* | 2 50 | 20 | 8.50 | 11.50 | 11.25 |
| 1.20 | 3.25 | 9 | Barber Dam,* | 2 50 | 25 | 9.10 | P. M. | 11.42 |
| 1.00 | 3.00 | 0 | McAdam Junction. | 2 50 | 34 | 9.35 | 12.25 | 12.10 |

Connections: At St. Stephen 5.30 with Sh; at McAdam 9.35 with 10.08 J2, ad 11.00 J7; 12.25 with 1.06 J1, ad 1.05 J8; 12.10 with 1.10 J2, 2.34 J1, and 3.00 J7.

*Through rates same to all points between McAdam and St. Stephen.

St. Andrews and McAdam JUNCTION.

J4. SOUTH.

NORTH. J3.

| Mixed. | Miles. | STATIONS. | Fares from St. John | Miles. | Mixed. |
|--------|--------|------------------------|---------------------|--------|--------|
| P. M. | | | | | A. M. |
| 4.10 | 43 | St. Andrew. | \$5 00 | 0 | 10.00 |
| 3.40 | 38 | Chamcook* | 3 00 | 5 | 10.20 |
| 3.12 | 28 | Rolx Road. | 3 00 | 15 | 10.50 |
| 3.00 | 26 | Gd. So. Ry. Crossing,* | 3 00 | 17 | 10 5 |
| 2.50 | 24 | Hewitt's Sid'g | 3 90 | 19 | 11.00 |
| 2.42 | 23 | Rolling Dam* | 3 00 | 20 | 11.12 |
| 2.27 | 19 | Dumbarton,* | 3 00 | 24 | 11.28 |
| 2.10 | | { Watt } Ar. | | | 11.40 |
| 2.05 | 15 | { Junc. } Lv. | 3 00 | 28 | P. M. |
| | | | | | 12.00 |
| 2.00 | 15 | Lawrence,* | 3 09 | 29 | 12.05 |
| 1.43 | 9 | Barber Dam, | 3 00 | 34 | 12.25 |
| 1.20 | 0 | McAdam. | 2 83 | 43 | 12.45 |

Connections: At Watt Junction 11.40 with 11.40 J5, passengers going West change cars, at McAdam 12.45 with 1.06 J1, and 1.05 J8. Through rates are the same to all points between McAdam and St. Andrews.

Gibson and Woodstock.

J 12. South.

North. J11.

| Mixed. | STATIONS. | Fares from St. John | Miles. | Mixed. |
|--------|----------------|---------------------|--------|--------|
| P. M. | | | | A. M. |
| 5.00 | Gibson, | \$2 83 | 0 | 8.10 |
| | St. Mary's,* | 2 08 | 1 | |
| 4.20 | Keswick, | 2 43 | 12 | 8.55 |
| | Zealand, | 2 68 | 19½ | 9.25 |
| 3.25 | Up. Keswick,* | 2 98 | 28 | 10.00 |
| 2.50 | Millville, | 3 28 | 38 | 10.40 |
| | Nackawicke,* | 3 43 | 43 | |
| 2.20 | County Line, | 3 55 | 47½ | 11.45 |
| 2.05 | Woodstock Jun. | 3 73 | 52 | 11.30 |
| | | | | P. M. |
| 1.45 | Newburg Junct, | 3 88 | 57 | 12.00 |
| 1.18 | Up. Woodstock, | 4 03 | 61 | 12.17 |
| 1.10 | Queen Street, | 4 03 | 62½ | 12.25 |
| 1.05 | Woodstock. | 4 03 | 63 | 12.30 |

Connections: At Gibson with Sn; at Newburg Junction 12.00 with 12.10 J13; at Woodstock with J8. *Fares ar via Js and D1 to Fredericton. Fare by Steamer Sn is \$1.03 less.

B.

CHATHAM RAILWAY.

B.

Connects with Intercolonial Railway at Chatham Junction. Leave Chatham for Chatham Junction at 4.00 A. M., 3.00 P. M.; arriving at Chatham Junction at 4.30 A. M., 3.30 P. M. Return, leave Chatham Junction for Chatham at 11.50 A. M., 11.55 P. M.; arriving at Chatham at 2.55 A. M., 12.20 P. M.

J. B. SNOWBALL, Manager. Chatham, N. B.

K.

CUMBERLAND COAL AND RAILWAY COMPANY.

K.

Train leaves Parrsboro for Spring Hill Junction (32 miles), at 9.30 A. M. Returning leaves Spring Hill Junction for Parrsboro at 2.30 P. M. Connects at Spring Hill Junction with 12.55 G4, and 2.30 G1; at Parrsboro with Steamers for Windsor, Maitland, and other ports on Basin of Minas. Offices at Parrsboro.

R. G. LFCKIE, Managing Director.

WAY.

NORTH. J5.

| Express | Express | Accom. |
|---------|---------|--------|
| A. M. | A. M. | P. M. |
| 7.30 | 10.30 | 10.00 |
| 7.45 | 10.47 | 10.20 |
| 8.00 | 11.00 | 10.35 |
| 8.22 | 11.20 | 10.55 |
| 8.40 | 11.40 | 11.10 |
| 8.45 | 11.45 | 11.20 |
| 8.50 | 11.50 | 11.25 |
| 9.10 | P. M. | 11.42 |
| 9.35 | 12.25 | 12.10 |

10.08 J2, ad 11.00 J7;

Woodstock.

North. J11.

| Fares from St. John | Miles. | Mixed. |
|---------------------|--------|--------|
| A. M. | | |
| *2 83 | 0 | 8.10 |
| 2 08 | 1 | ..... |
| 2 43 | 12 | 8.55 |
| 2 68 | 19½ | 9.25 |
| 2 98 | 28 | 10.00 |
| 3 28 | 38 | 10.40 |
| 3 43 | 43 | ..... |
| 3 55 | 47½ | 11.45 |
| 3 73 | 52 | 11.30 |
| | | P. M. |
| 3 88 | 57 | 12.00 |
| 4 03 | 61 | 12.17 |
| 4 03 | 62½ | 12.25 |
| 4 03 | 63 | 12.30 |

ib.on with Sn; at
with 12.10 J13; at
ares ar via Js and
e by Seamer Sn is

B.

at Chatham Junc-
ham at 11.50 A. M.,

r. Chatham, N. B.

NY.

H.

0 A. M. Returning
as at Spring Hill
Windsor, Maitland,

Managing Director.

NEW BRUNSWICK RAILWAY.

Vanceboro, Houlton and Woodstock.

J8. Going South—Read Down.

Going North—Read Up J7.

| Mixed. | Express | Express | Miles | STATIONS. | Fares from St. John | Miles | Express | Express | Mixed |
|------------|---------|---------|-------|---------------------|---------------------|-------|---------|---------|------------|
| P. M. | A. K. | A. M. | | | | | P. M. | A. M. | A. M. |
| 1.25 | | 10.08 | | Vanceboro, | \$3 03 | | 12.25 | | |
| 1.05 | | 950 | 58 | McAdam, { Ar. } | *3 00 | 0 | 12.40 | | |
| 12.30 | 12.15 | 9 45 | | | | | | 3.00 | 11.00 |
| 12.20 | 12.05 | 9 40 | 49 | Maudslay,* | 3 00 | 9 | 1.00 | 3.10 | 11.15 |
| | | | | | | | 1.10 | | |
| 12.05 | A. M. | 11.47 | 44 | Bristol Siding,* | 3 00 | 14 | 1.21 | 3.22 | 11.30 |
| P. M. | | | | | | | | | |
| 11.45 | | 9 15 | 39 | Hall's Siding,* | 3 00 | 19 | 1.32 | 3.32 | 11.45 |
| 11.30 | 11.15 | 9 03 | 35 | Deer Lake,* | 3 00 | 23 | 1.42 | 3.45 | 12 p.m |
| | | | 33 | Shogomoc,* | 3 00 | 25 | | | 12.10 |
| 11.10 | 10.52 | 8.50 | 29 | Canterbury, | 3 00 | 29 | 2.10 | | 12.35 |
| 10.55 | 10.30 | | 26 | Craig Bridge,* | 3 00 | 32 | | 4.15 | 12.45 |
| 10.35 | 10.00 | 8 20 | 19 | Benton, | 3 00 | 39 | 2.39 | 4.50 | 1.15 |
| 10.10 | 9.45 | 8.02 | 12 | { Debec } | 3 00 | 46 | 3.00 | 5.10 | 1.40 |
| (See J 10) | 9.35 | 757 | | { Junction, { Ar. } | | | 3.05 | 8.00 | (See J 9.) |
| | | | | | | | | | |
| A. M. | P. M. | A. M. | 6 | Woodstock. | 3 00 | 58 | 3.40 | 8.30 | P. M. |

Connections: At Vanceboro with Maine Central Railway; at McAdam 12.40 with 1.00 J6, 1.20 J4, and 1.06 J1; at Debec Junction 3.00 with 3.06 J9; 5.10 runs through to Houlton (see J9) without change. (Breakfast at Houlton); 1.40 with 3.05 J9; 9.35 with 9.40 J9; at Woodstock, 8.30 with 8.45 J13.

*Through rates same to all points between McAdam and Woodstock.

HOULTON BRANCH.

J10. SOUTH—Read Up.

NORTH—Read Down. J9.

| Mixed. | Express | Express | Miles. | STATIONS. | Fares from St. John | Miles. | Express | Express | Mixed |
|--------|---------|---------|--------|-------------|---------------------|--------|---------|---------|-------|
| A. M. | A. M. | P. M. | | | | | A. M. | P. M. | P. M. |
| 10.00 | 7.52 | 9.25 | 8 | Debec, | \$3 90 | 0 | 5.15 | 9.40 | 3.05 |
| 9.42 | 7.40 | ..... | 4 | Greenville, | 3 00 | 4 | ..... | ..... | 3.18 |
| 9.30 | 7.30 | 9.00 | 0 | Houlton, | 3 00 | 8 | 5.40 | 10.00 | 3.20 |

Connections: At Debec 7.52 with 8.02 J8; (runs to Woodstock 8.30) 10.00 runs to McAdam (see J8 10.10) 9.25 with 9.45 J8

C. ELGIN RAILWAY.

Train leaves Petitcodiac for Elgin (12 miles), at 10.40 A. M., or after arrival of Express from St. John (10.30 G1), 9.51 G4 connects with this train. Returning leaves Elgin at 8.00 A. M. Offices at Elgin, N. B.

C. A. HALLETT, Manager.

(Sb.)

BRAS D'OR STEAM NAVIGATION COMPANY.

STEAMERS "MARION," "NEPTUNE," and "MAY QUEEN,"

Leave Port Mulgrave daily, after arrival of Express Train of Halifax and Cape Breton Railway (F1), for East Bay, West Bay, Baddeck, Whyoccomah, and other ports on Bras D'Or Lakes, arriving at Sydney, C. B., every morning via East Bay and afternoon via Baddeck and North Sydney.

BLACK BROS. & CO., AGENTS, Halifax, N. S.

NEW BRUNSWICK RAILWAY.

WOODSTOCK AND EDMUNDSTON.

J 14. South—Read Up.

North—Read Down. **J 13.**

| Mixed. | Express | Miles. | STATIONS. | Fares from St. John | Miles. | Express | Mixed. | Connections. |
|-------------------------------|--------------------------|--------|-----------------------------|---------------------|--------|------------------------|----------------|--------------|
| P. M. 2.15 | P. M. 7.00 | 113 | Ar. Woodstock, Lve. | *\$3 00 | 0 | A. M. 8.45 | A. M. 11.30 | |
| 2.10 | 6.55 | | Queen St., Station, | 3 00 | 1 1/2 | 8.50 | 11.35 | |
| 2.02 | 6.49 | 111 | Up. Woodstock,* | 3 00 | 3 | 8.56 | 11.43 | |
| 1.45 | 6.33 | 107 | Newburg Junction, Ar. Lve. | 3 20 | 6 | 9.12 | 12.10 | |
| 1.33 | 6.13 | 100 | Hartland, | 3 40 | 13 | 9.32 | 1.00 | |
| 1.10 | | 96 | Peel,* | 3 55 | 17 | | | |
| P. M. 12.00 | 5.43 | 90 | Florenceville, | 3 75 | 23 | 10.02 | 1.50 | |
| 11.50 | 5.35 | 86 | Kent, | 3 85 | 27 | 10.10 | 2.03 | |
| 11.40 | 5.28 | 83 | Bath, | 3 95 | 30 | 10.17 | 2.15 | |
| 10.55 | 4.55 | 72 | Kilburn, | 4 10 | 41 | 10.50 | 3.10 | |
| 10.23 | 4.38 | 64 | Perth, | 4 55 | 49 | 11.07 | 3.40 | |
| 10.20 | 4.35 | 63 | Andover, | 4 60 | 50 | 11.10 | 3.45 | |
| 10.00 | 4.20 | 58 | Aroostook Ar. | 4 75 | 55 | 11.25 | 4.05 | |
| A. M. P. M. 3.45 | P. M. *Flag Stations. | 49 | Aroostook, Limestone,* Lve. | \$5 05 | 64 | A. M. P. M. 4.30 | | |
| 2.15 | | 39 | Grand Falls, Ar. Lve. | 5 35 | 74 | 6.00 | | |
| 1.15 | | 26 | St. Leonards, | 5 75 | 87 | 7.15 | | |
| P. M. 11.15 | | 10 | Green River,* | 6 25 | 103 | 8.15 | | |
| | | 5 | St. Basil,* | 6 40 | 108 | | | |
| A. M. | | 0 | Edmundston. | 6 55 | 113 | 10.15 | | |
| | | | | | | A. M. | | |

Woodstock, 2.15 and 7.00 with 9.00 J 8; at Newburg June, 1.38 with 1.45, J 12; at Aroostook 11.25 and 4.05 run through to Presque Isle, (J 15) 3.45 change to 4.20 J 14; Grand Falls, 6.00 p. m., train lays over till 7.15 a. m.; Edmundston with Stage *21.

AROOSTOOK AND PRESQUE ISLE.

J 16. South—Read Up.

North—Read Down. **J 15.**

| Mxd. | Expr. | Miles. | STATIONS. | Fares from St. John | Miles. | Expr. | Mxd. | Connections. |
|-----------------------|----------------------|--------|---------------------|---------------------|--------|----------------|---------------|--------------|
| A. M. 10.00 | P. M. 4.20 | 34 | Ar. Aroostook, Lve. | *\$4 75 | 0 | A. M. 11.25 | P. M. 4.20 | |
| 9.25 | 3.55 | 31 | Aroostook Falls, | 4 90 | 3 | | | |
| | | 27 | Fort Fairfield, | 5 00 | 7 | 11.50 | 5.05 | |
| | 3.35 | 20 | East Lyndon, | 5 20 | 14 | P. M. 12.10 | | |
| 8.25 | 3.20 | 15 | Caribou, | 5 35 | 19 | 12.25 | 5.55 | |
| 7.20 | 2.30 | 0 | Presque Isle, | 5 50 | 34 | 1.15 | 7.00 | |
| A. M. | P. M. | | | | | P. M. | P. M. | |

*Fares given are via J 2, D 1 to Fredericton by Steamer, (Sn) deduct \$1.03.

Fares given are via J 2, J 7; if via J 2, D 1 and J 11, 63c. additional, and 43c less via Sn and J 11 to all points north of Hartland.

Grand

SITUATED AT GRAND FALLS, NEW BRUNSWICK, on the line of the New Brunswick Railroad, in full view of the Grand Falls of St. John River.

House
New,

Falls

Terms
Moderate.

The New Summer Resort of Maine and British Provinces. Second only to Niagara Good gunning and fishing. Magnificent scenery.

WILLIAM OLIVE, Proprietor.

Hotel.

AY.

Read Down. J 13.

| Mixed | Connections. |
|--|---|
| A. M. 11.30 11.35 11.43 P. M. 12.10 1.00 1.50 2.03 2.15 3.10 3.40 3.45 4.05 P. M. 4.30 6.00 7.15 8.15 10.15 A. M. | Woodstock.—2.15 and 7.00 with 9.00 J 8; at New- burg June. 1.33 with 1.45, J 12; at Arrostook 11.25 and 4.05 run through to Presque Isle, (J 15) 3.45 change to 4.20 J 14; Grand Falls, 6.00 P. M.; train lays over till 7.15 a. m.; Edmundston with Stage *21. |

Read Down. J 15.

| Connections. |
|--|
| Aroostook 10.00 *4.20 run thro. to Woodstock 4.20 with 4.30 J 13; Ft. Fairfield with *18, Carleton *19 Presque Isle *20 |

3c less via S n and

on the line of
few of the

Terms
Moderate.

otel.

INTERNATIONAL STEAMSHIP CO.

SUMMER ARRANGEMENT.

FIVE TRIPS A WEEK.

ON and after Monday, July 9th, the Steamers of this line will make five trips a week. Leaving St. John every Monday, Wednesday and Friday morning at 8 o'clock, for Eastport, Portland and Boston.

Returning, will leave Boston same days at 8.30 o'clock, and Portland at 6 p. m. for Eastport and St. John.

In addition to the above the Steamers will make two extra trips during July, August and September, leaving St. John every Sunday and Thursday morning at 8 o'clock, and Boston every Tuesday and Saturday morning at 8.30 o'clock, touching only at Eastport, arriving in Boston and St. John early the following mornings.

CONNECTIONS:

At EASTPORT, with Steamers for Campobello, Grand Manan, St. Andrews, St. Stephen, and Points in Western New Brunswick; Lubec, Robinsonston, Calais, and Eastern Maine.

At PORTLAND and BOSTON, with Trains and Steamers to All Points in Canada and the United States.

For Connections at St. John,—see Condensed Time Table.

THROUGH TICKETS

To all points in the United States and Canada can be had, and Staterooms secured in

ST. JOHN, N. B.,

At the office, Reed's Point Wharf, H. W. CHISHOLM, Agent, and from H. CHUBB & Co., Prince William Street;

IN PORTLAND, ME.,

At the office, Railroad Wharf, H. P. C. HERSEY, Agent;

IN BOSTON,

At the office, Commercial Wharf, W. H. KILBY, Agent, and from GEORGE M. ROBERTS, 205 Washington Street.

No claims for allowance after goods leave the Warehouse.

Freight received Tuesdays, Wednesdays, Thursdays and Saturdays only, up to 6 o'clock, p. m.

Company's office, 40 Exchange Street, Portland, Me.,

T. C. HERSEY, President and Manager.

(Sj, Sk, Sl, Ss, St.)

Nova Scotia Steamship Co.,

(LIMITED.)

E. F. CLEMENTS, General Manager, Yarmouth, N. S.

SUMMER ARRANGEMENTS.

(Sj.)

St. John, Digby and Annapolis.

Steamer Empress leaves Reed's Point Wharf, St. John, on **Monday, Wednesday, Thursday and Friday** mornings at 8 o'clock for **Digby and Annapolis**; *returning* leaves **Annapolis for Digby and St. John** every **Tuesday, Wednesday, Thursday and Saturday** afternoon. Makes daily trips between Digby and Annapolis.
Connections.—At **Digby**, daily, with Western Counties Railway, (N 1, N 2). At **Annapolis**, daily, with Windsor and Annapolis Railway, (O 1, O 2), and Stage #43 for Liverpool. At **St. John**,—see Condensed Time Tables.

(Sk.)

St. John, Yarmouth and Boston.

Steamer Dominion leaves St. John for **Yarmouth** every **Saturday** morning at 6 o'clock; *returning*, leaves **Yarmouth for St. John** every **Wednesday** afternoon. Will call at **Westport** each way when clear.
Connections.—At **Yarmouth** each way with *Steamer New Brunswick* (Ss) and Stage #48; at **St. John**,—see Condensed Time Tables.

(Sl.)

St. John, Campobello and Grand Manan.

Steamer Dominion leaves St. John for **Grand Manan** every **Thursday** morning at 8 o'clock; *returning*, leaves **Grand Manan** every **Friday** morning at 8 o'clock. *Calls at Eastport and Campobello each way.*
Connections.—At **Eastport** with International Steamship Co. (Sl), and Frontier Steamship Co. (Sh); at **St. John**,—see Condensed Time Tables.

(Ss.)

Boston, Yarmouth and Lunenburg.

Steamer New Brunswick leaves **T Wharf, Boston**, every **Tuesday** morning at 8 o'clock, for **Yarmouth, Liverpool, Lockport and Lunenburg**; *returning*, leaves **Lunenburg for Lockport, Liverpool, Yarmouth and Boston**, every **Friday** morning at 8 o'clock.
Connections. At **Yarmouth**, with *Steamer Dominion*, (Sk), with Western Counties Railway (N), and Stage #48.

(St.)

Boston, Digby and Annapolis.

Steamer New York leaves **T Wharf, Boston**, every **Thursday** morning at 8 o'clock, for **Digby and Annapolis**; *returning*, leaves **Annapolis for Digby and Boston** every **Monday** at 2.30 p. m.
Connections.—At **Digby**, with Western Counties Railway (N), and *Steamer Empress* (Sj); at **Annapolis**, with Windsor and Annapolis Railway, (O), and Stage #43.

Offices and Agents of the Line.

ST. JOHN.—F. PHEASANT, Office, Reed's Point Wharf. H. CHUBB & Co., Ticket Agents, Prince William Street. R. B. HUMPHREY, 45 Dock Street.

BOSTON.—F. L. CLEMENTS, No. 18, T Wharf. J. G. HALL & Co., 64 Chatham Street.

ANNAPOLIS.—H. H. RAYMOND.

YARMOUTH.—GEORGE H. PORTER, Nova Scotia Steamship Company's Wharf.

Ship Co.,

mouth, N. S.

NTS.

Wednesday, Thurs-
day, returning leaves
Monday, Thursday and
Friday, (N 1, N 2). At
8 o'clock, and Stage #43 for

morning at 6 o'clock;
noon. Will call at
New Brunswick (Ss) and Stage

nan.

Monday morning at 8
o'clock. Calls at
(SI), and Frontier

ing at 8 o'clock, for
Lunenburg for
ing at 8 o'clock.
Western Counties

g at 8 o'clock, for
Boston every Mon-
day Steamer Empress
#43.

Co., Ticket Agents,

hatham Street.

ny's Wharf.

STAGE ROUTES IN THE EASTERN PROVINCES.

[The numbers opposite the different routes are used whenever reference is made to any of them, or to any place reached by them. Abbreviations: m, miles; f, fares; dy, daily.]

NEW BRUNSWICK.

- *1. St. John to Mispeck, 10 m, f 50c.; from Connell's stables, Sydney street, Saturday 1 p m; returns at 4 p m.
- *2. St. John to Loch Lomond, 10 m, f 50c.; McAfee's, 16 m, f 75c.; Quaco Road, 20 m, f \$1; Quaco, 30 m, f \$1.50; from Connell's stable, 8 a m Tuesday, Thursday, and Saturday; returns same days (Upper Road).
- *3. St. John to Loch Lomond, 10 m, f 50c.; Garnet's, 15 m, f 75c.; Black River, 17 m, f 85c.; Ten Mile Creek, 25 m, f \$1.25; Quaco, 38 m, f \$1.50; from Connell's stables, 8 a m Monday, Wednesday and Friday; returns same days (Lower Road).
- *4. Fairville to Spruce Lake, 7 m; Musquash, 15; Clinch's Mills, 18 m; Pt Lepreaux, 25 m; St. George, 45 m; daily (8.00 a m).
- *6. Rothesay to Clifton, 5 m; Kingston (King's), 10 m; daily.
- *10. Shediac to Cocaigne, 11 m; Buctouche, 21 m; daily.
- *11. Welford to Kingston (Kent), Richibucto, 24 m; f —; daily.
- *12. Newcastle to Derby, 9 m; Blissfield, 45 m; Doaktown, 48 m; Boiestown, 60 m; Fredericton, 105 m; Mon., Wed. and Friday, 7.30 a m; leaves Fredericton, same days and hour.
- *14. Aulac to Bay Verte, 14 m; Cape Tormentine, 18 m; daily.
- *18. Ft Fairfield, Me, to Easton and Mars Hill, Me, Limestone, N B; daily.
- *19. Caribou, Me, to New Sweden and E. Perham; daily.
- *20. Presque Isle, Me, to Blaine, Ashland, Washburn and Mapleton, Me; daily.
- *21. Edmundston to St Francis, 31 m; Fort Kent, 30 m; River du Loup, 79 m.

NOVA SCOTIA.

- *31. Maccan to Joggins, — m, f—; Minudie, 17 m, f—; daily.
- *33. Thomson to Pugwash, 12 m, f—; Pugwash River, 14 m, f—; daily.
- *34. Greenville to Wallace, 12 m, f—; Wallace Bridge, 14 m, f—; daily.
- *35. Greenville to Street's Ridge, 7 m, f—; Middleboro, 10 m, f—; Wallace Bay, 14 m, f—; Tuesday, Thursday and Saturday.
- *36. Wentworth to Wallace, 16 m, f—; Tatamagouche, 18 m, f—; daily.
- *37. Londonderry to Acadia Mines, 3 m, f—; Great Village, 5 m, f—; Economy, 20 m, f—; Five Islands, — m, f—; daily.
- *39. Truro to Clifton, 10 m, f—; Black Rock, — m, f—; Maitland, 28 m, f—; daily.
- *40. Shubenacadie to Maitland, 20 m, f—; Guy's River, — m, f—; Musquodoboit, 30 m, f—; daily.
- *41. Halifax to Porter's Lake, 17 m, f \$1; Musquodoboit Harbor, 27 m, f \$1.50; Jeddore, — m, f—; Ship Harbor, — m, f \$2.50; Tangier, 60 m, f \$3; Sheet Harbor, — m, f \$4.25; Monday, Wednesday and Friday; returns alternate days.
- *42. Halifax to Hubby's, 14 m, f \$1; Hubbard's Cove, 32 m, f \$2; Chester, 45 m, f \$2.50; Mahone Bay, 62 m, f \$3.50; Bridgewater, 71 m, f \$4; 6 a m daily.
- *43. Annapolis to Milford, 14 m, f—; Maitland, 29 m, f—; Caledonia, 47 m, f—; Middlefield, 56 m, f—; Liverpool, 70 m, f—; daily.
- *44. Middleton to Bridgewater, — m, f? daily.
- *45. Kentville to Canning, 8 m, f—; daily.
- *46. Kentville to Chester, 46 m, f—; Monday and Wednesday, return Thursday and Friday.
- *47. Port William to Canning, 6 m, f —; daily.
- *48. Yarmouth to Argyle, 20 m, f \$1; Pubnico, 30 m, f \$1.50; Barrington, 45 m, f \$2.50; Liverpool, 108 m, f \$5; daily.
- *50. Port Hastings to River Inhabitants, 10 m, f—; River Dennis, 20 m, f—; Baddeck, 25 m, f—; Port Hood, 30 m, f—; Whycomagh, 35 m, f—; Mabou, 40 m; Margaree, 80 m, f—; every evening.
- *51. Port Hastings to Grand Narrows, 40 m, f—; Christmas Is., 43 m, f—; Little Bras D'Or, — m, f—; semi-weekly (Thursday and Saturday).
- *52. Port Hawkesbury to Arichat, 30 m, f—; St Peters, 35 m, f—; River Bourgeois, — m, f—; Big Ponds, — m, f—; Sydney, 100 m, f—; South Sydney, 108 m, f—; daily.
- *53. Port Hawkesbury to West Bay, 14 m, f \$1; daily.
- *54. Sydney to Cow Bay, 22 m, f \$1; daily.
- *56. Antigonish to Sherbrooke, 40 m, f \$2; Monday, Wednesday and Friday, returns Tuesday, Thursday and Saturday.
- *57. Antigonish to Guysboro, 31 m, f \$2.50; daily.

PRINCE EDWARD ISLAND.

- *61. Charlottetown to Vernon River, 15 m, f—; daily, and semi-weekly to points beyond.
- *62. Charlottetown to Bedeque (No.), 40 m, f—; tri-weekly.
- *63. Summerside to Cape Traverse, 19 m, f—.
- *64. Georgetown to Montague Bridge, 6 m, f—; daily.
- *65. Hunter River to Rustico, 8 m, f—; daily.

GRAND TRUNK RAILWAY

— OF —
CANADA!

SHORTEST, CHEAPEST, AND BEST LINE

— TO ALL POINTS —

West and Northwest.

Choice of all routes from St. John or the Lower Provinces.

SPECIAL TRAINS FOR MANITOBA SETTLERS.

JAS. STEPHENSON, Gen'l Pass. Agent, Montreal.

L. J. SEARGEANT, Traffic Manager, Montreal.

FRED H. SMALL, Passenger Agent,
Maine & Lower Provinces, Bangor, Me.

H. CHUBB & CO., Agents, SAINT JOHN, N. B.

THE RHINE OF AMERICA.

The River Saint John,
NEW BRUNSWICK, CANADA.

“UNION LINE.”

1883. SUMMER ARRANGEMENT. 1883.

One of the splendid Steamers of this Line leaves St. John for Fredericton every morning at 9 o'clock, and Fredericton for St. John every morning at 8 o'clock; and the fast and comfortable Steamer *May Queen*, as a Night Boat, leaves St. John for Fredericton every Tuesday, Thursday and Saturday evening at 5 o'clock; returning, leaves Fredericton for St. John every Monday, Wednesday and Friday evening at 4 o'clock; connecting with New Brunswick Railway for Woodstock, Aroostook, Grand Falls, etc., also with Steamer *Florenceville*, for Eel River, Woodstock, etc.

FARE, - - - - \$1.00.

Steamer leaves St. John for Grand Lake on Wednesdays and Saturday mornings at 8 o'clock, returning on Thursdays and Mondays.

R. B. HUMPHREY, Agent,
45 Dock Street, ST. JOHN, N. B.

See Condensed Time Tables for Connections at St. John.

RAILWAY

A !

BEST LINE

Northwest.

Western Provinces.

AGENTS.

Agent, Montreal.

Agent, Montreal.

**Agent,
Princes, Bangor, Me.**

AMERICA.

John,

A.

NE."

. 1883.

**Fredericton every
at 8 o'clock; and the
John for Frederic-
ton; returning, leaves
Friday evening at 4
Boston, Grand Falls,**

O.

Saturday mornings at

**Agent,
JOHN, N. B.
nn.**